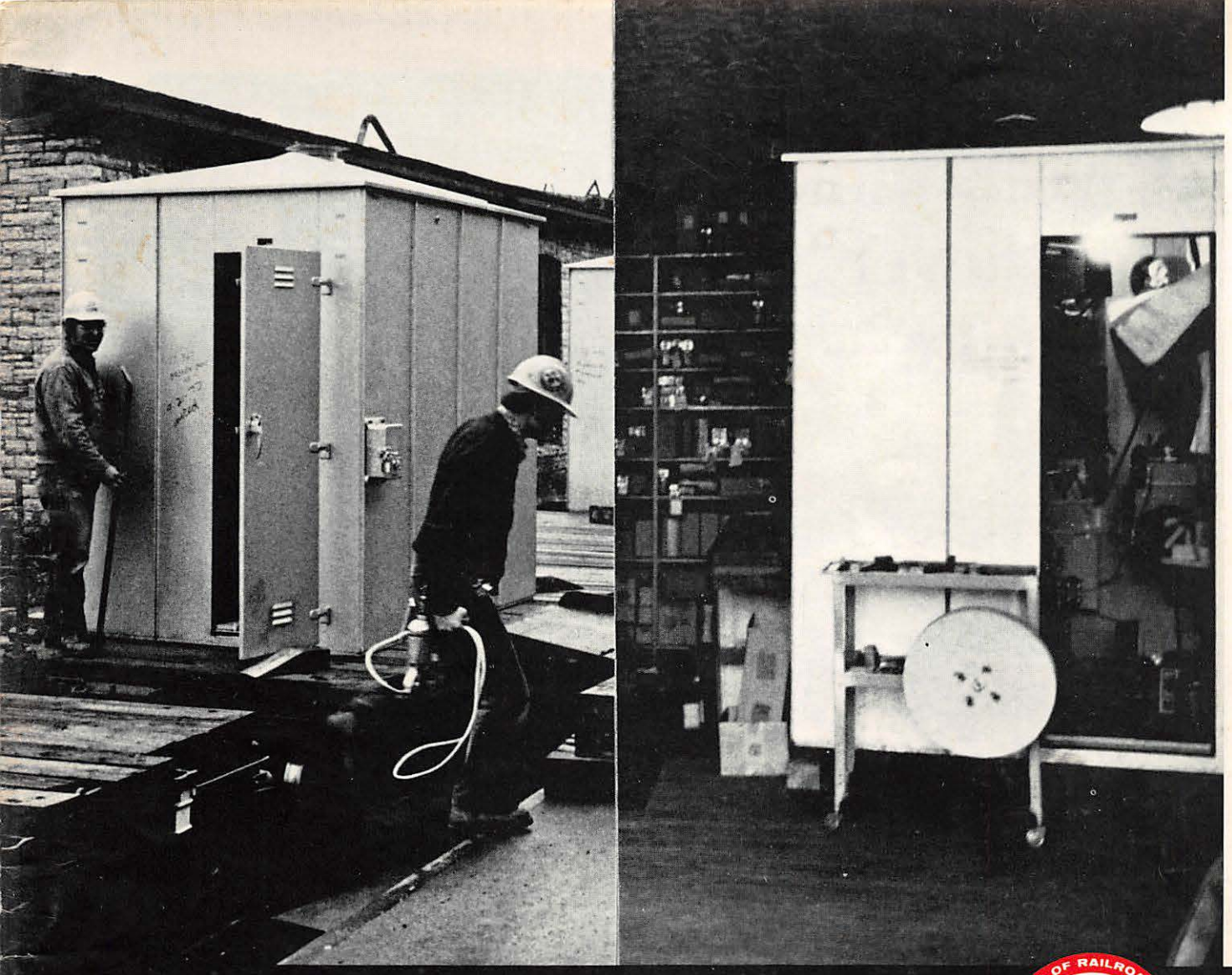
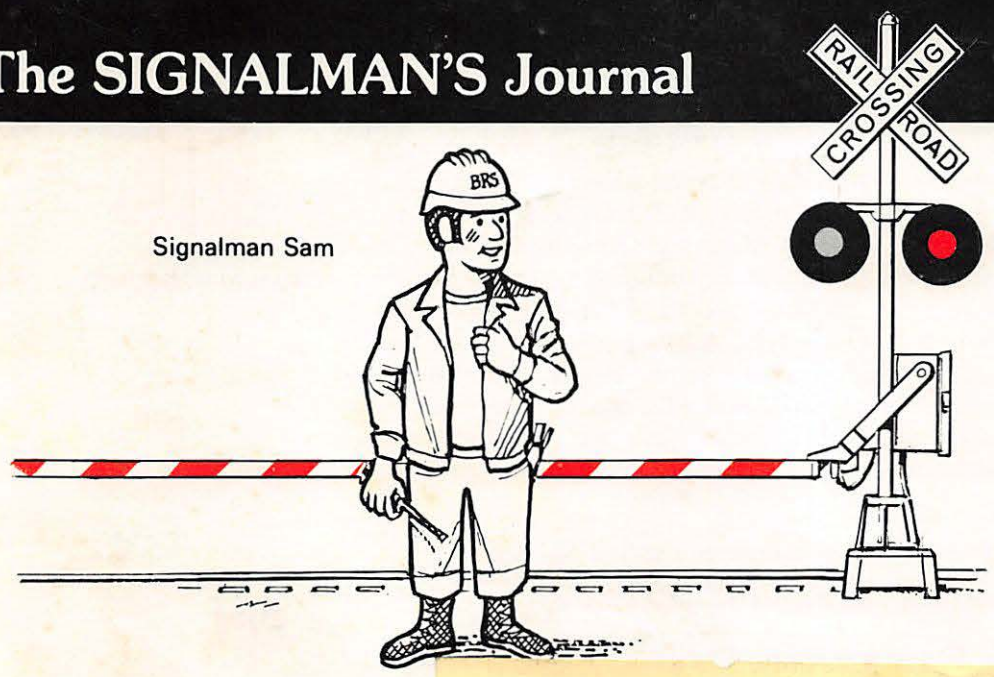


The SIGNALMAN'S Journal



Signalman Sam

Burlington Northern's system signal shop forces at St. Paul, MN wire cases and bungalows for centralized traffic control projects and rail-highway grade crossing warning system installations. Shop personnel also rebuild, repair, inspect and test signal equipment.

MAY 1978

DALAYE G GABRIEL 102
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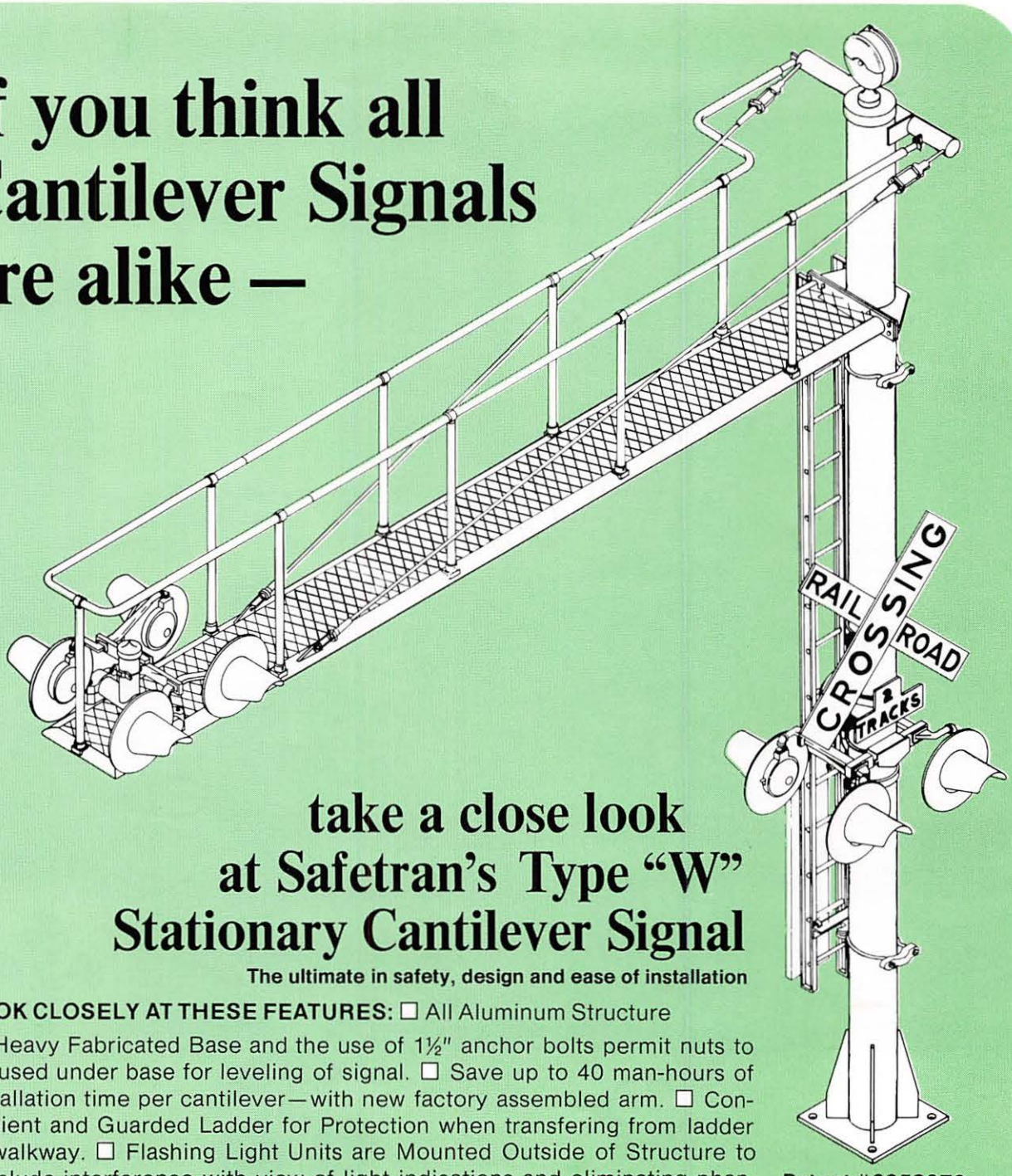
If you think all Cantilever Signals are alike —



take a close look at Safetran's Type "W" Stationary Cantilever Signal

The ultimate in safety, design and ease of installation

LOOK CLOSELY AT THESE FEATURES: ☐ All Aluminum Structure ☐ Heavy Fabricated Base and the use of 1½" anchor bolts permit nuts to be used under base for leveling of signal. ☐ Save up to 40 man-hours of installation time per cantilever—with new factory assembled arm. ☐ Convenient and Guarded Ladder for Protection when transfering from ladder to walkway. ☐ Flashing Light Units are Mounted Outside of Structure to preclude interference with view of light indications and eliminating phantom indications from reflection. ☐ Designed to withstand wind velocity of 100 mph, gusts of 130 mph. ☐ Open Type Walkway provides sure footing and reduces buildup of snow and ice. Walkway is integral part of arm—no assembly is required. ☐ Meets all AAR, and AASHO Standards and Requirements. ☐ All Safetran cantilevers and bridges are certified by independent Structural Engineers. ☐ Easy and Quick to Install—Arm bolts to main mast.

Patent #3952978

The Type "W" is available in all arm lengths thru 26 feet. For Signals with arms in excess of 26 feet ask about our Type "WNR". Also, custom design Cantilevers and Bridges for Wayside Signals are available.

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The SIGNALMAN'S Journal

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Signalman's Store

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	red and green		.25	
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Golf Caps:	__ Red __ Bk __ Wh __ Sm __ M __ Lg		4.50	
Signalman's Training Course	8-Volume Set		18.00	
	Volume 1		2.50	
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TOTAL AMOUNT ENCLOSED				

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CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

COASTERS with BofRS emblem come in black and gold or in red, white and green; 3-inch diameter.

PLAYING CARDS with BofRS emblem are now available. These high quality cards come in the conventional bridge decks, including jokers. Cards and emblems are in color.

GOLF CAPS with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

The eight-volume **SIGNALMAN'S TRAINING COURSE** covers the following subjects:

1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
3. Automatic block signaling, time code control, electronics
4. Traffic control systems and power switch machines
5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets. The windbreaker is machine or hand washable in warm water.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 23 sections are:

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
V Seniority modification agreement

News

ConRail plans to install ctc in Pittsburgh area

Consolidated Rail Corp. has applied to the Federal Railroad Administration for permission to install centralized traffic control between Laurel Hill and Wagner, PA, about 10 miles. The ctc will replace an automatic block signal system and cab signal system on No. 1 track for movement of trains in the eastward direction.

Union Pacific plans for 64 miles of ctc

Union Pacific has applied to the Federal Railroad Administration for approval to install centralized traffic control and modify its cab signal system between Owasco, NE and Archer, WY, about 64 miles. CTC will provide for bidirectional operation on two main tracks replacing automatic blocking signaling with current of traffic operation. FRA has approved this application.

Missouri Pacific plans for 79 miles of ctc

Missouri Pacific has applied to the Federal Railroad Administration for permission to install a centralized traffic control system on 79 miles of line between Lane and Roper, KS. CTC will replace an existing automatic block signaling system. FRA has approved this application.

Brotherhood of Railroad Signalmen has signal training agreements with 28 railroads in the U.S. and Canada.

Railroad	Classroom Facility	Classroom Sessions	Days Per Session
Amtrak (National RR Passenger Corp.)	yes	4	6
Baltimore & Ohio	yes	4	5
Burlington Northern	yes	6	5
Canadian National	yes	yes	—
CP Rail	—	—	—
Chesapeake & Ohio	yes	4	5
Chicago & North Western	yes	yes	—
ConRail (Consolidated Rail Corp.)	yes	4	10
Denver & Rio Grande Western	yes	4	10
Frisco (St. Louis-San Francisco Ry)	yes	4	—
Illinois Central Gulf	yes	yes	—
Kansas City Southern	yes	yes	10
Long Island	yes	yes	—
Louisville & Nashville	yes	4	10
Milwaukee Road	yes	yes	—
Missouri-Kansas-Texas	yes	yes	144 hrs/yr
Missouri Pacific	yes	4	10
Norfolk & Western	yes	4	10
Port Authority Trans-Hudson	yes	yes	—
Rock Island Lines	yes	yes	—
Santa Fe (Atchison, Topeka & Santa Fe)	yes	4	10
Seaboard Coast Line	yes	4	10
Soo Line	yes	yes	144 hrs/yr
Southern Pacific	yes	4	8
Union Railroad	yes	yes	—
Union Pacific	yes	7	7
Washington Terminal Co.	yes	yes	—
Western Pacific	yes	yes	

NOTE: Most all training agreements specify that classroom training will be provided, but some do not mention any specified amount of time to be devoted to classroom instruction. **This table supersedes one on page 10 of the March 1978 issue of The Signalman's Journal.**

BURLINGTON NORTHERN: **Howard G. Codden,** signal maintainer at Hinckley, MN, and a member of Great Northern Lodge No. 154, has retired.

CHESAPEAKE & OHIO: **E. T. Toothman,** a member of Clifton Forge Lodge 89 and a resident of Ronceverte, WV, has retired.

CHICAGO & NORTH WESTERN: **Jim Skluzacek,** a member of Lodge 130 and a resident of Crystal Lake, IL, has retired.

SANTA FE: **H. J. Cowdrey,** signal maintainer at Argonia, KS, and a member of Rocky Mountain Lodge No. 161, has retired. **John B. Garner,** a member of Mission Lodge 156 and a resident of Oceanside, CA, has retired. **F. J. Pauler,** TSC traffic control system signal maintainer at Emporia, KS and a member of Midwest Lodge No. 33, has retired. **J. D. Raley,** signal inspector at Temple, TX, and a member of Santa Fe Lodge No. 121, has retired.

SOUTHERN: **John T. Nash,** a resident of West Blocton, AL and a member of Miller-Griffith Lodge 49, has retired.

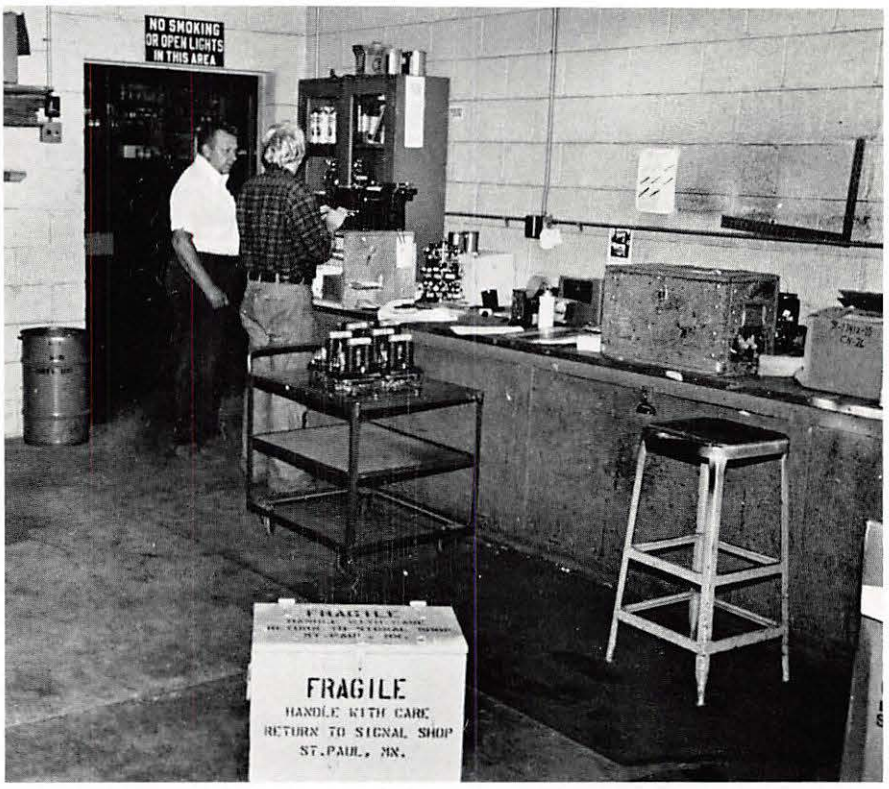
SOUTHERN PACIFIC: **Orla D. Ayers,** a member of Los Angeles Lodge No. 104 and a resident of Niland, CA, has retired. **Harold G. Feathers,** leading signal maintainer of Truckee, CA and a member of Sacramento Lodge No. 179, has retired.

BN system signal shop has a

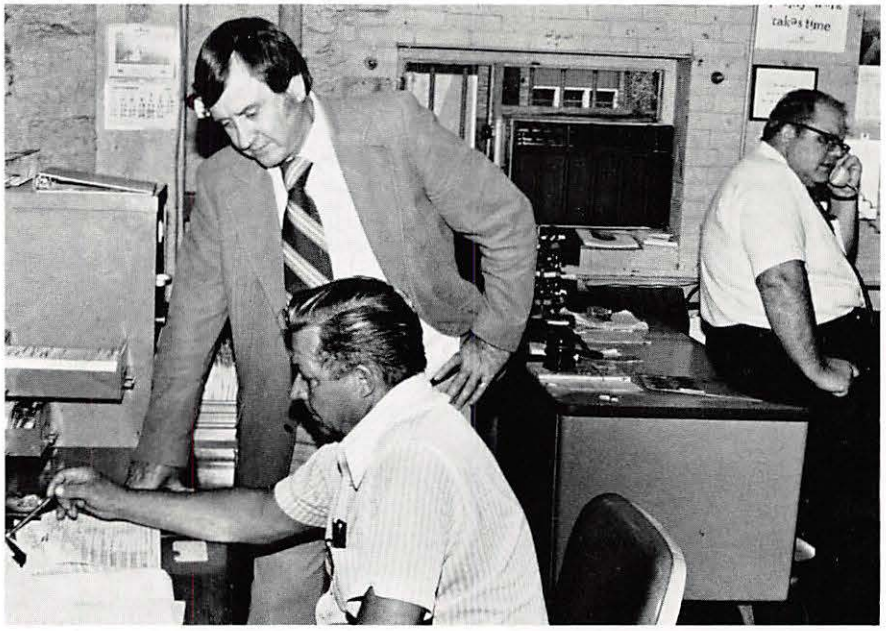
Burlington Northern has a system signal shop in St. Paul, MN, whose work ranges from repair of signal equipment to wiring of cases and bungalows for highway crossing warning devices and centralized traffic control systems. The efficiency and productivity of a single system signal shop are quite evident to the visitor. How it came about is a tribute to the cooperative efforts of BN signal department management and the Brotherhood of Railroad Signalmen. Members of the BofRS through their general chairman William A. Class, Jr., and assistant general chairman Robert F. Richardson, worked very closely with C. H. Dunn, director of signal engineering and Donald H. Will, manager, signal shop.

Cooperation was the catalyst for bringing about the single system shop. Before 1973, BN had six signal shops, as follows: two in St. Paul, MN, and one each at Aurora, IL, Livingston, MT, Tacoma, WA, and Portland, OR. In 1973, the two St. Paul shops were combined, and on June 1, 1974, the Aurora shop was combined with the St. Paul shop to form the base of a system shop. On September 1, 1976, the Livingston, Tacoma and Portland shops were transferred to St. Paul and merged into the system shop at Jackson and Arch Streets.

Employment at the Jackson Street system signal shop now stands at 51. When the two St. Paul shops were merged, the resulting shop had six employees. Addition of the Aurora shop increased the number to twenty. Ten men were added so that by September 1, 1976 there were 30 men at the system signal shop. Six more joined the shop resulting from the merger of the three western shops. Because of the increase in installations of highway crossing warning



Relays and other delicate items, such as meters, are shipped to and from the shop in wood boxes, well padded to prevent damage during shipment. This is the shipping and receiving room.



W. A. Class, Jr. (standing left), BN general chairman, looks at shop records along with Roy J. Hagen, leading shop signalman. Don H. Will (standing right), manager of signal shop, is on the phone.

wide range of activities

devices and ctc construction, 15 men were added since September 1976, bringing the total manpower at the shop to 51.

Advantages of a system signal shop accrue to both the BN and to the BofRS. Some advantages are:

—Standardization of methods of case wiring and of repairing signal equipment.

—Offers unlimited training opportunities for BofRS members working at the shop.

—Can use most efficient means to provide good production rates.

—With one large, system shop can afford to provide wide variety of tools and test equipment to do an efficient job in building, wiring or repairing signal equipment.

In addition to a multiplicity of tools and equipment to work with, the shop's assigned six flat cars, three box cars and ten highway trailers for efficient movement of signal equipment to field forces for installation.

The flat cars are used to ship wired bungalows to field locations, while the box cars are used to ship wired cases. The highway trailers are used for ground material shipping to job sites that do not have local storage facilities. Thus wire, cable, batteries, etc., can be hauled to the site and stored in a locked trailer until needed.

When the bungalows or cases are sent to the field especially for an end of siding in ctc territory, often the signal heads, masts, power switch, bootlegs and associated equipment are shipped at the same time. These other items may be shipped in a box car.

For highway crossing warning systems, the complete system including wired case, flashing-light signals, gate mechanisms and arms, batteries, masts and associated equipment are shipped in a box car.

Thus, another advantage of having a system signal shop is the assembly of a complete crossing system in one location before shipping to the field. Also, the shop is equipped with a Safetran test set for checking eight different modes of highway crossing warning systems. Each crossing

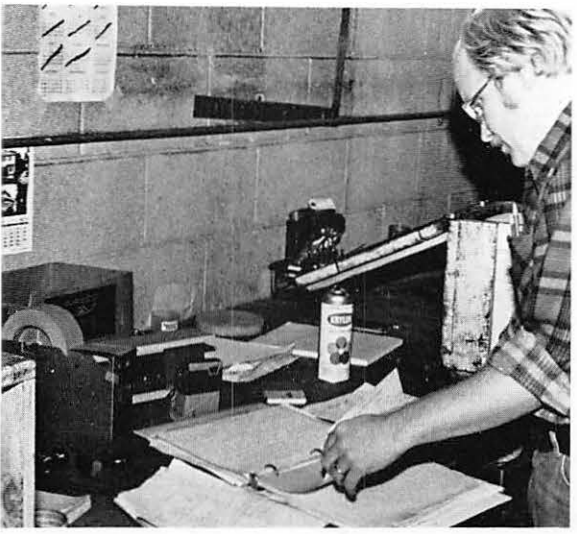
St. Paul, Jackson Street System Signal Shop
Bungalows and Cases Wired and Shipped

	1977	1976	1975	7 mos. 1974
Bungalows	213	104	57	21
Cases	389	193	87	2

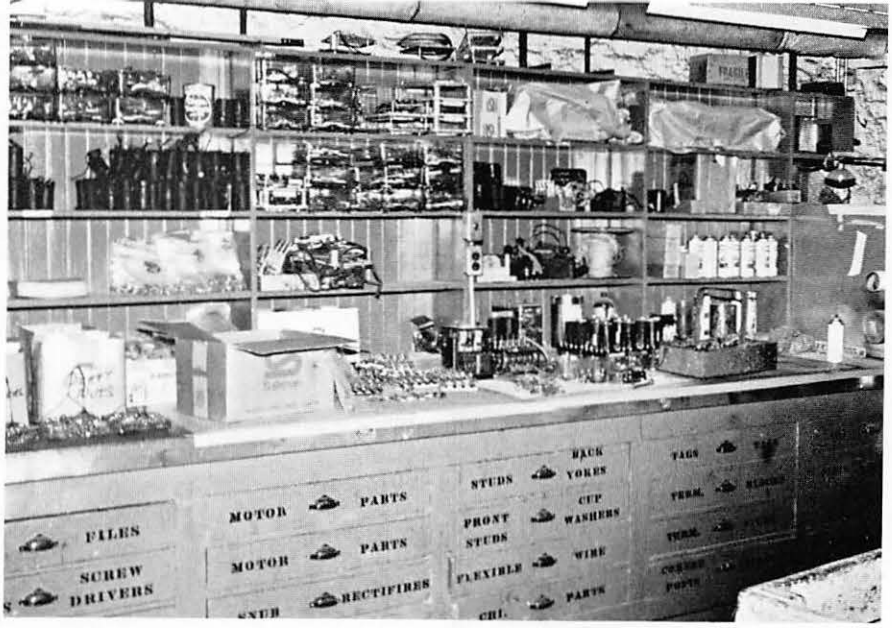
St. Paul, Jackson Street
System Signal Shop Production

Items	1977	1976	1975	7 mos. 1974
Relays	3,729	3,663	2,506	1,362
Signal mechanisms	453	376	285	80
Rectifiers and transformers	560	519	291	114
Meters	336	261	205	66
Electronic Units	224	193	109	11
Miscellaneous tools	157	85	46	4
Switch machines	118	93	49	17
Switch machine motors	31	18	26	4
Switch machine controllers	34	28	20	8
Switch circuit controllers	83	58	36	11
Spring switch/buffer	7	15	4	2
Electric locks	31	29	28	1
Rail contactors	10	21	10	16
Wheel checkers	28	9	3	2
Crossing bells	48	29	25	14
Gate mechanisms	8	13	6	4
Semaphore motors	62	44	5	10
Pedestrian crossing motors	16	6	10	3
Lamp heads-highway	29	37	12	2
Gate mechanism motors	31	37	31	9
SA signal cases	140	15	11	—
Relay cases (reconditioned)	68	—	—	—
Totals	**6,207**	**5,553**	**3,730**	**1,740**
Note:	(a)	(b)	(c)	—

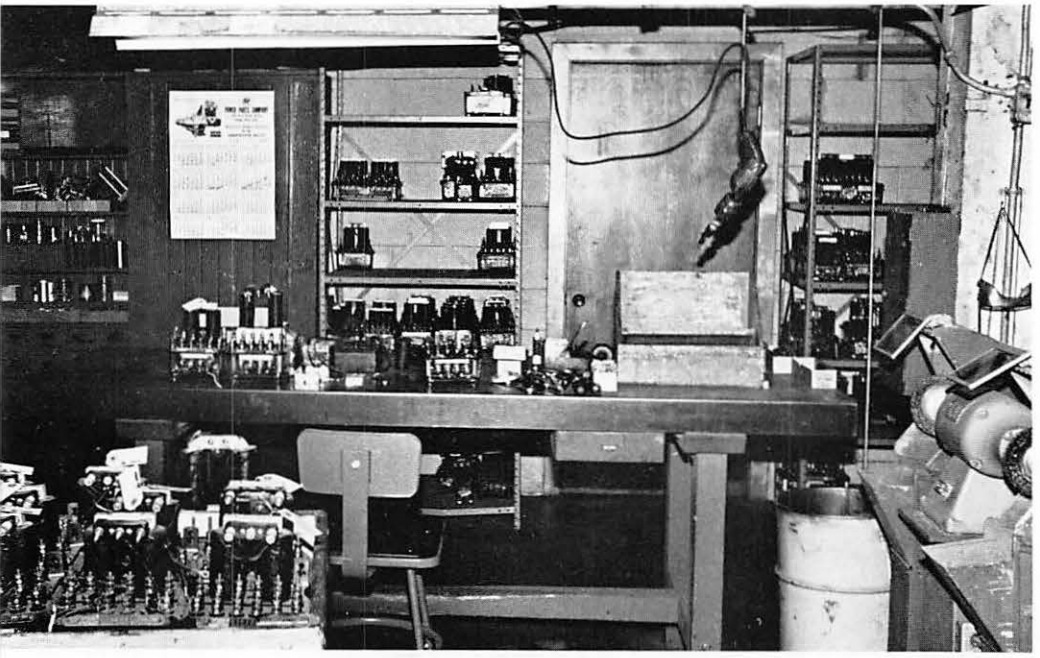
Note: (a) Built 4 pedestrian flashers
(b) Rebuilt 1 semaphore signal for display
Built 2 small ctc control machines
Built 1 small ctc control rack
(c) Built 4 pedestrian flashers
Built 8 material storage racks



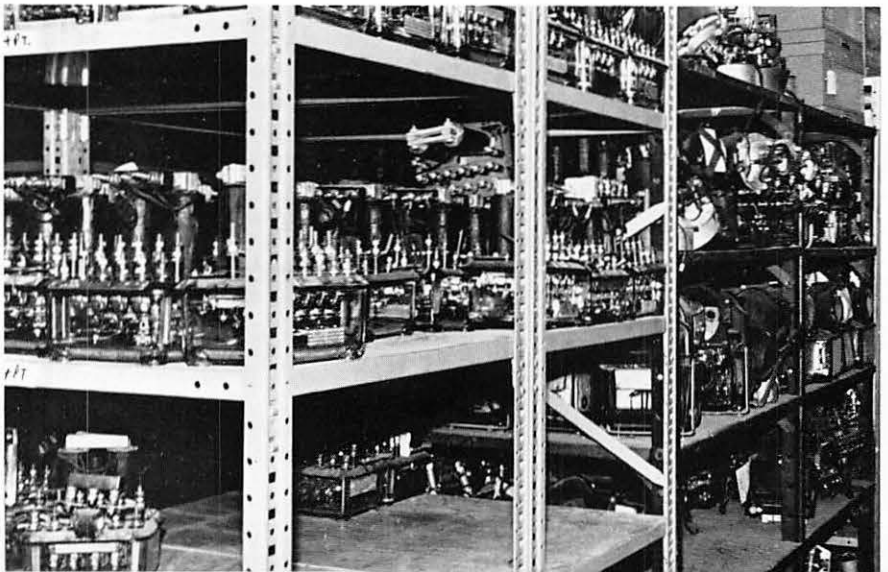
Dennis H. Lasser, shop signalman, is checking records in the shipping and receiving office.



Shelves and drawers are most important for storing tools, supplies and materials. Labeling makes it easy to find them.



General work area in the relay dis-assembly section. Following dis-assembly, parts are cleaned and inspected.



Relay storage section where tested, inspected and relays up to standard are stored awaiting shipment to the field when needed.

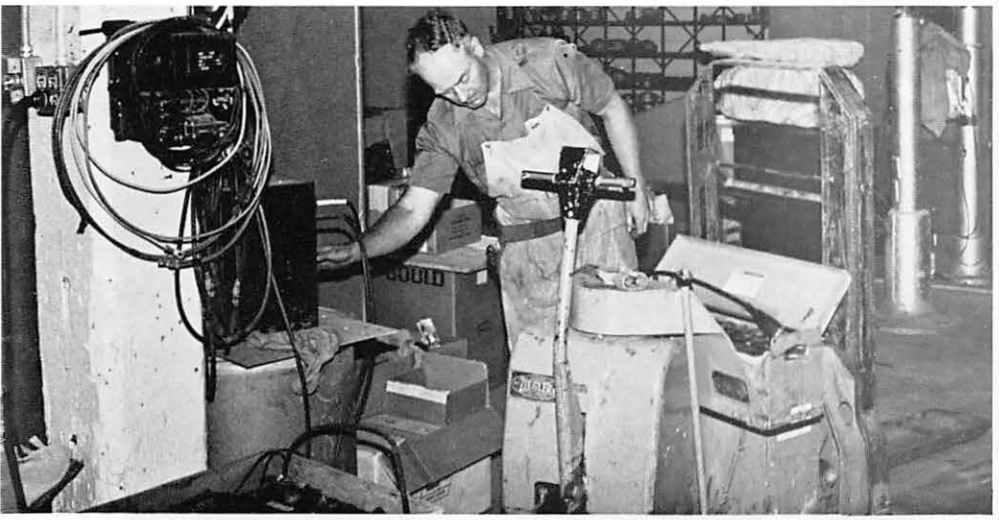
warning system wired and assembled at the Jackson Street shop is tested on this test set before shipment.

All equipment built, repaired, cases and bungalows wired are thoroughly tested and inspected before leaving the shop.

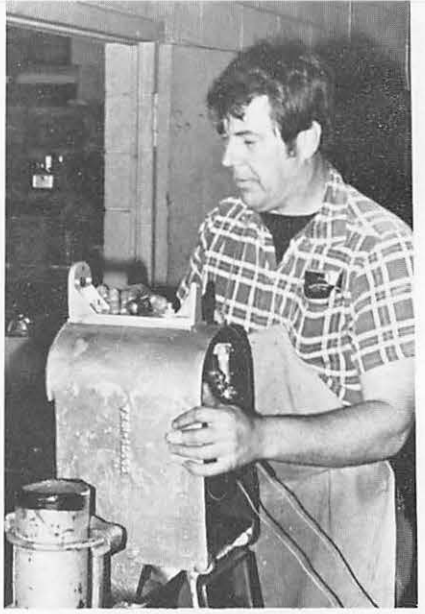
As mentioned earlier, the opportunities for learning and doing many types of work or specializing, make the Jackson Street shop a unique place to work. A listing of job titles indicates the variety of job opportunities or work experience needed at the shop. The job titles and number of men holding the positions are:

—Signal inspector, 1
—Shop foreman, 2
—Electronic technician, 1
—Assistant signalman, 4
—Shop signalmen, 21
—Leading shop signalmen, 4
—Relay repairmen, 15
—Leading relay repairmen, 3

An idea of the magnitude of the work accomplished by the shop is shown in the accompanying tables. Also of interest is that BN has an active on-going program of installing rail-highway grade crossing warning



James A. Dougherty, leading relay repairman, checks the battery charging of a pallet truck.



Henry W. Parker, relay repairman, checks a signal housing and aligns the searchlight signal unit.

systems. The following figures indicate the number of railroad-highway grade crossings equipped with flashing light signals with or without gates by the BN.

1974 — 123; 1975 — 81; 1976 — 98; 1977 — 225.

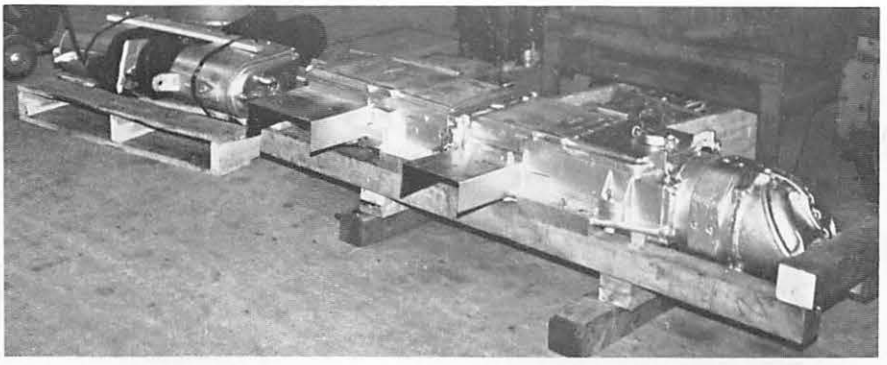
Centralized traffic control has been the source of another active case wiring program at the system signal shop. BN installation figures in miles of road installed, which includes automatic block signals and ctc are as follows:

1974 — 52; 1975 — 21; 1976 — 129; 1977 — 205.

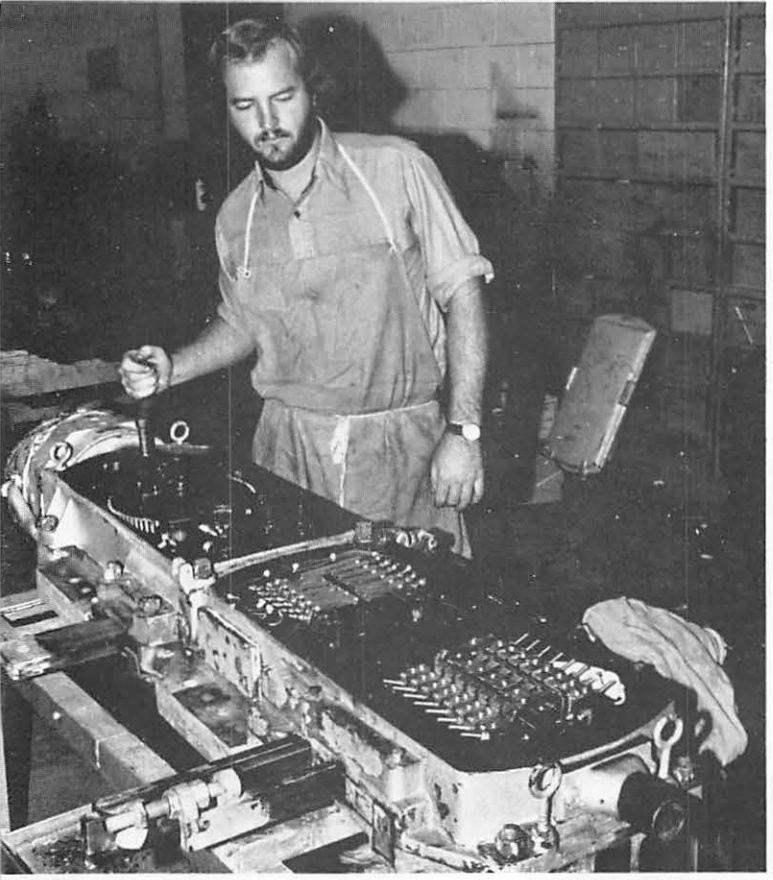
What all the above means is that with a well-equipped system signal shop staffed with dedicated, skilled signalmen and enlightened management, BN has a productive, efficient system for wiring, assembling, building and repairing signal equipment.

It did not just happen. There was planning and cooperation. Donald H. Will, manager signal shop, may have said it best. "The men at the signal shops have faced the challenge of forming the system signal shop and have done a very good job."

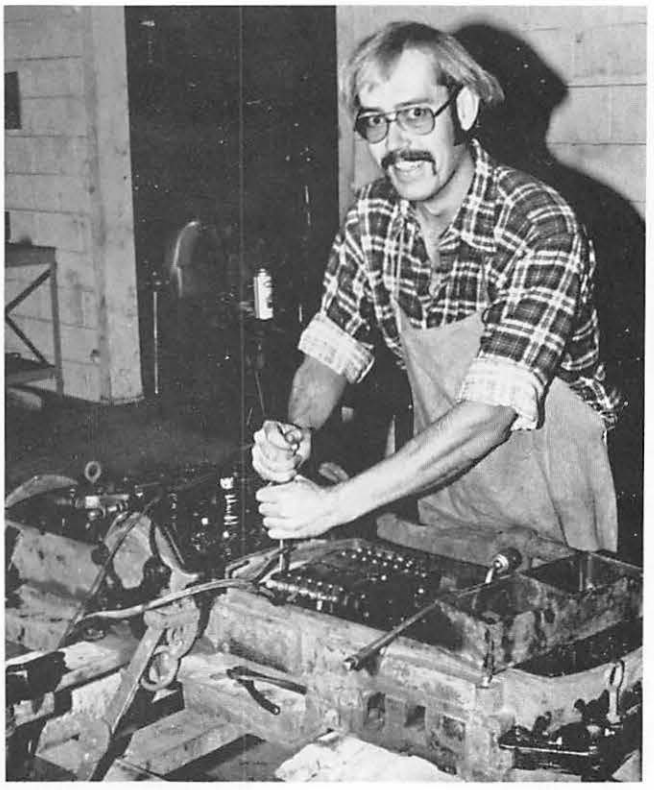
Norman P. Shafer, leading relay repairman, is repairing a switch circuit controller.



A searchlight signal housing (left) and a switch mac hine are mounted on pallets ready for shipment.



James E. Griffin, relay repairman, also works on the repair and adjustment of switch machines.

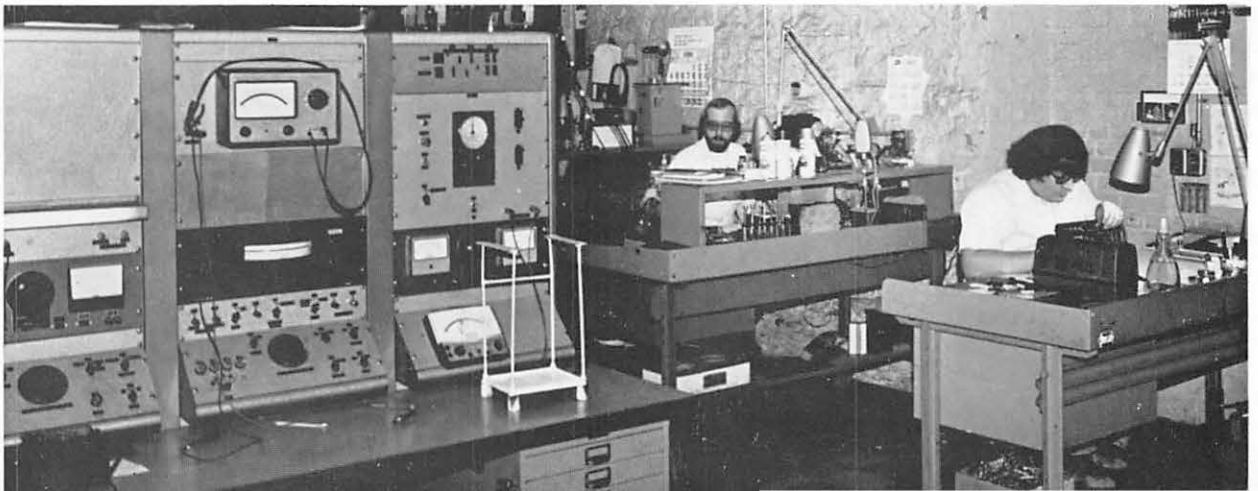


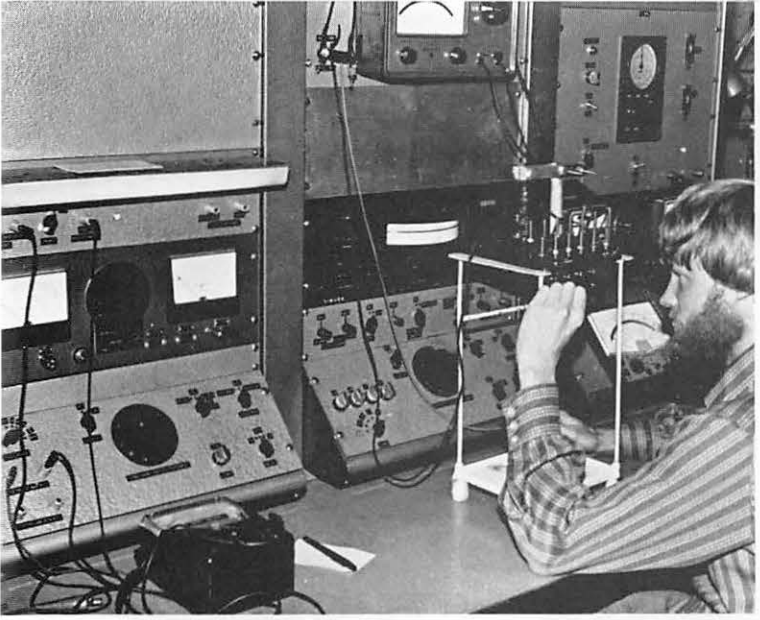
Richard E. Kaiser, relay repairman, repairs, tests and adjusts power switch machines.

Cecil J. Holdren, relay repairman, is working on the repair of a searchlight signal housing.

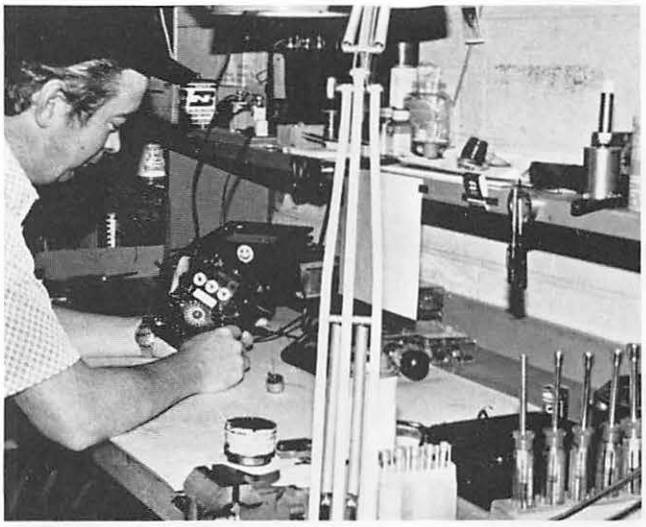
Signal and relay repairs

Below left is the test set for checking the pick-up and drop-away voltages and currents of relays. This set is in the relay repair room, which is separate from the rest of the shop. The door to this room is kept closed to keep out dirt and dust.

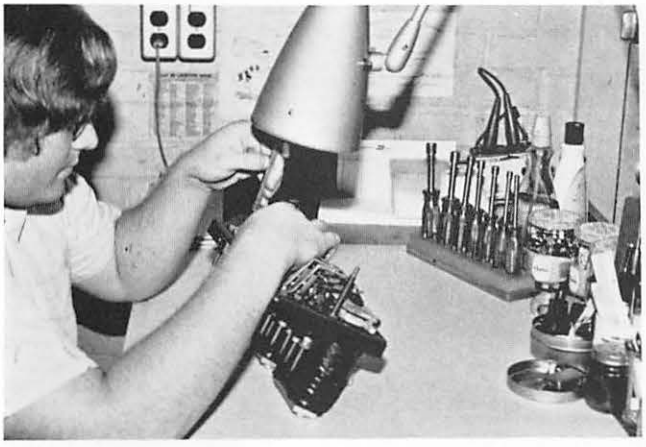




Jeff J. Draper, relay repairman, is testing a relay on the test set designed for this work.



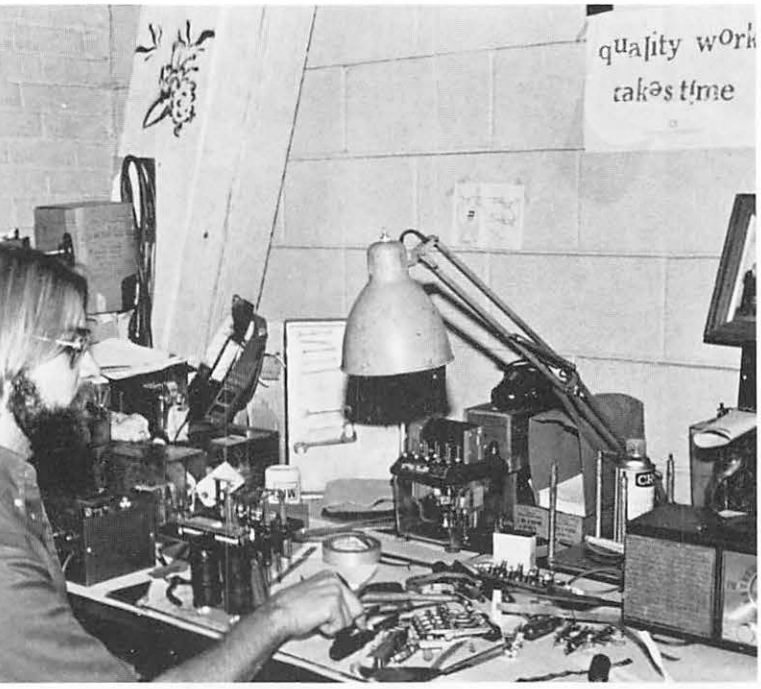
Ken G. Talbot, relay repairman, is working on the repair of a meter.



Michael L. Kennedy, relay repairman, also works on the repair, testing and adjusting of relays.

William A. Class, Jr. (left) BN general chairman, listens as Ron D. Wiley, leading relay repairman, describes how this particular relay is being brought up to standard.

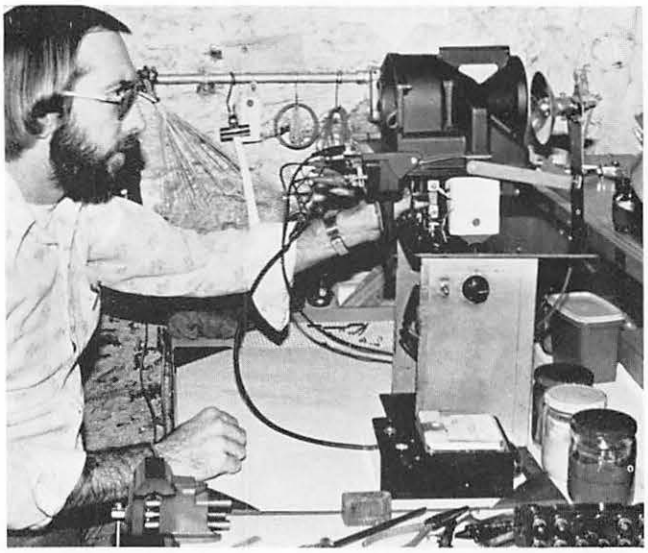
John M. Woicik (left) relay repairman, is inspecting a relay he has been working on.



Brad A. Nichols, relay repairman, does what comes naturally—repairing a relay.

Phil H. Danielson, electronic technician, is taking a meter reading on an electronic unit in for repair.

Fred M. Limesand (at right), relay repairman, is working on a relay in the shop area that is enclosed to provide a clean working environment where relays are repaired, tested and adjusted.

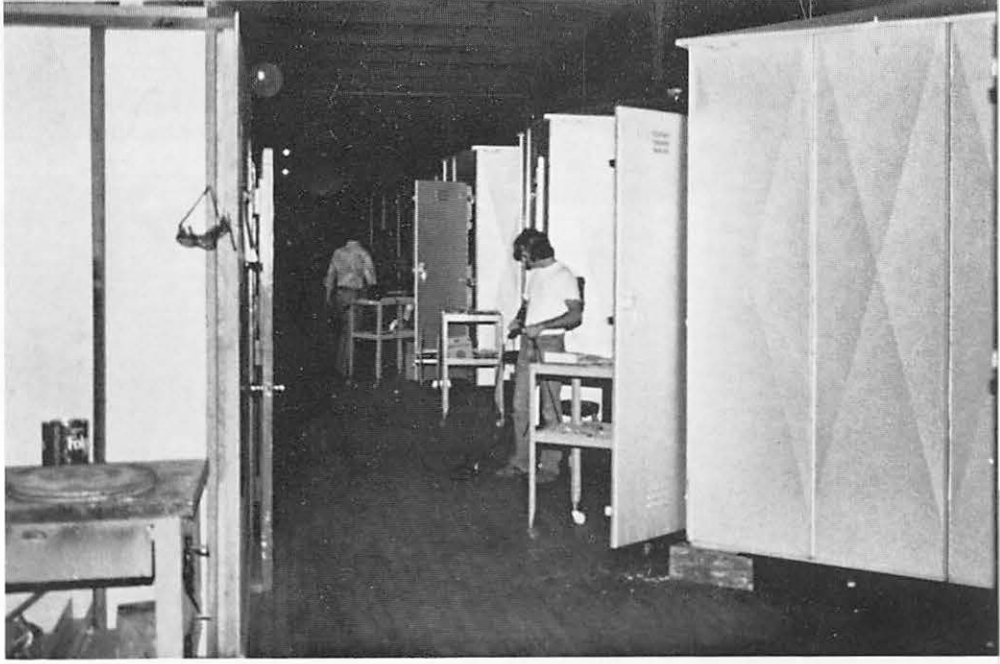


Ed J. Laska, relay repairman, is working on a signal mechanism.

Richard T. Colling, relay repairman is working on a rectifier as W. W. Lauer (right) grand lodge representative, BofRS, watches.

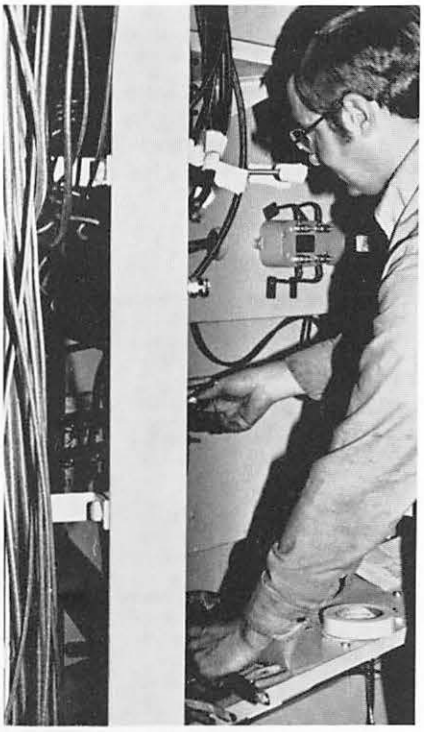
Case wiring

Bruce Trennepohl, shop signalman, is wiring a bungalow.

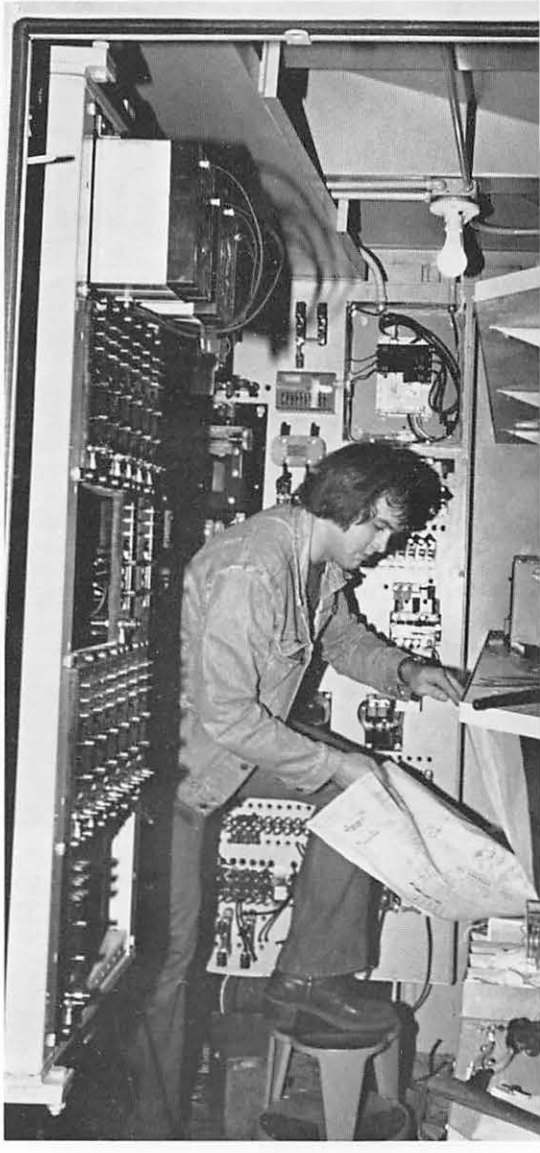


Shop has capacity to wire 13 rail-highway grade crossing warning system bungalows at one time.

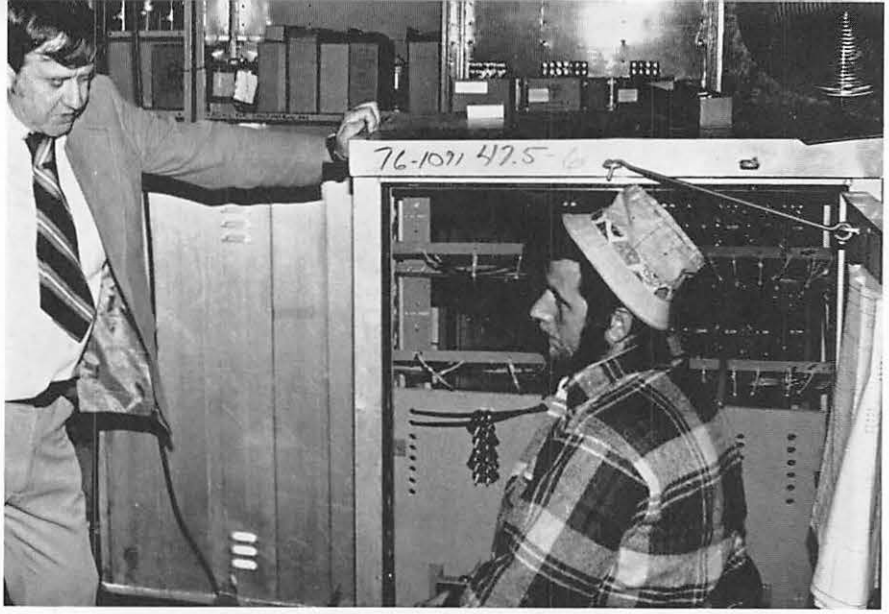
Lynn J. Flaherty, shop signalman, does bungalow wiring.



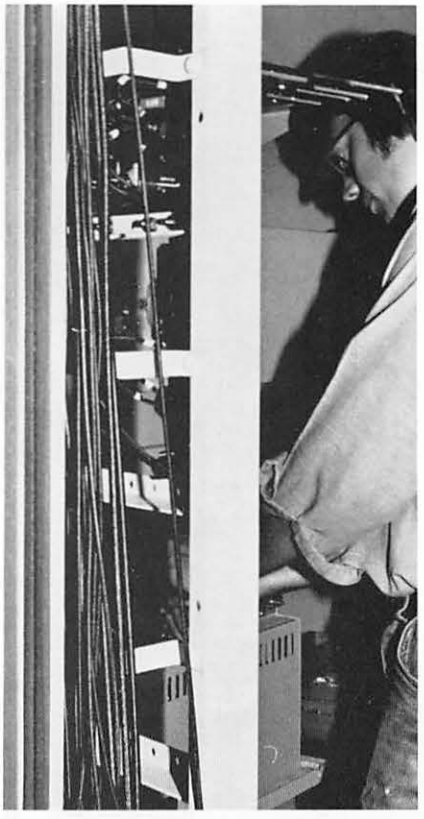
Dale G. Wucherpfenning, shop signalman, works in the case wiring section.



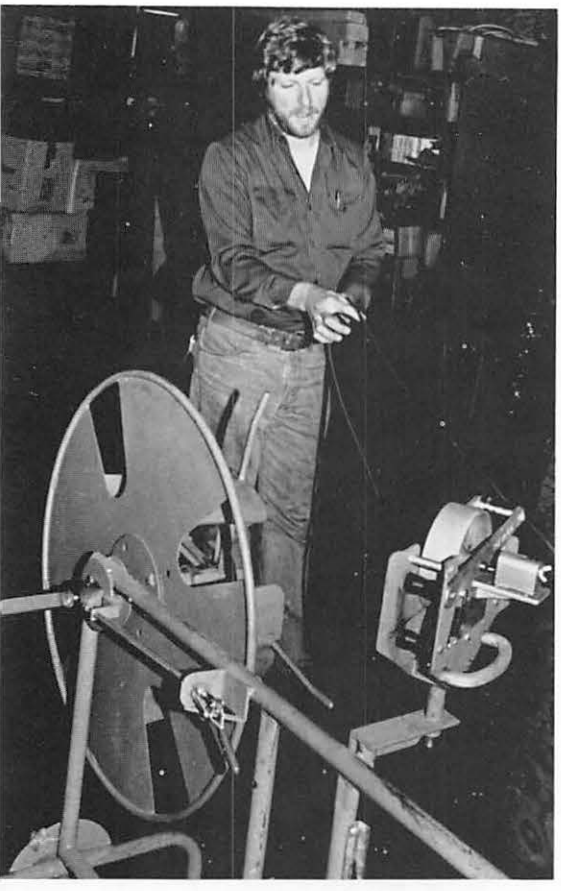
Steve J. Triemert (at right), shop signalman, does case wiring in grade crossing warning system bungalows.



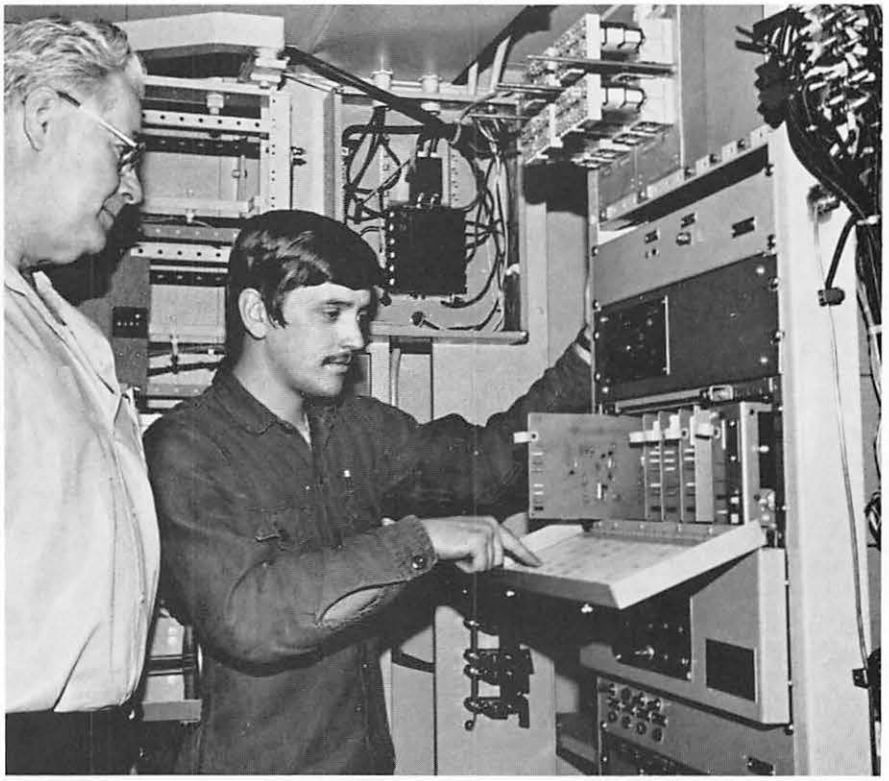
William A. Class, Jr. (left) BN general chairman, stops to talk with Pat L. O'Grady, shop signalman, who was doing case wiring.



Curtis M. Alveshere, shop signalman, was wiring a bungalow for rail-highway grade crossing warning devices when TSJ visited the BN St. Paul system signal shop.



Larry D. Mikelson, shop signalman, is preparing twisted pair wire for bungalow wiring.



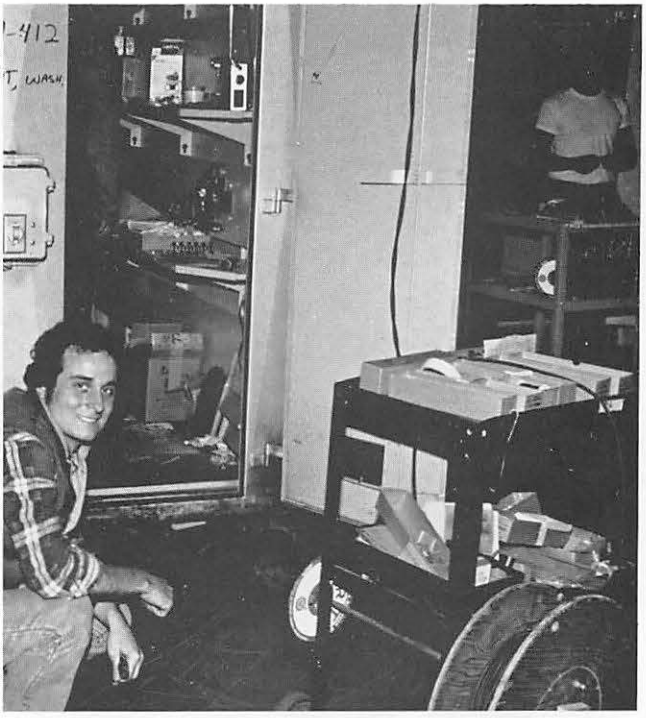
Stan O. Thompson (left), signal inspector, is checking out wiring in a hotbox detector bungalow with Ralph L. Carlson, shop signalman.

Frank J. DeZurik (left) shop foreman, listens to questions from Devin W. Mathison, shop signalman, as he starts to wire a bungalow.

Randy K. Utgaard, shop signalman, is wiring a bungalow.

Gary D. Gervais, relay repairman, fits a shelf in a refurbished relay case.

Kevin P. Ruud, (left) shop signalman, pauses to listen to Bob Richardson, assistant general chairman, BN.



Greg L. Olson, shop signalman, was "caught looking" at the TSJ camera during a break in wiring a bungalow.

Ken P. Ruud (left) shop signalman, gets a pointer from Earl F. Fichtel, shop foreman, when working on an instrument bungalow. All BofRS members working in the Burlington Northern system signal shop at St. Paul are members of Great Northern Lodge 154.

Leading Shop Signalmen Rich A. McDonald (left) and David J. Meech are shown at a test set which allows all the case wiring in a relay bungalow for highway crossing warning systems to be checked before shipping to the field for installation. Simulated train movements are made on the test set to determine that the equipment is wired properly.

John P. Moret (left) assistant signalman, and Chuck J. Oksanen, shop signalman, are making fibre tags for bungalow wiring.

Robert J. Plakut (left) shop signalman and James C. Rutten (center) leading shop signalman, direct Ruben F. Finkelson, relay repairman, in loading bungalow on to a flatcar at the signal shop.

Larry A. Cassity (left) shop signalman, takes a break to listen to W. W. Lauer, BofRS grand lodge representative, and former BN vice general chairman.

Robert F. Richardson (left) assistant general chairman & general secretary-treasurer, BN, talks with Donald H. Will (center), manager of signal shop, and Earl F. Fichtel, shop foreman.

- **INSTALLATION SUPERVISORS**
- **LEADING SIGNALMAN**
- **SIGNAL FOREMAN**
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Immediate Career Opportunities

WABCO's Union Switch and Signal Construction Company has immediate and rewarding opportunities for individuals with experience in railroad signal construction. Your background should include CTC, retarder yards, highway crossing warnings and signal poling. Extensive travel throughout the U.S.; some possible overseas assignments.

These positions provide excellent income commensurate with your experience, a generous benefits package that includes vacation, health and life insurance, and retirement, plus outstanding growth potential.

For immediate attention, please send resume with salary history and requirements in strict confidence to: C.W. Butcher, Manager/Union Switch and Signal Construction Company.

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1789 Braddock Avenue
Pittsburgh, PA 15218
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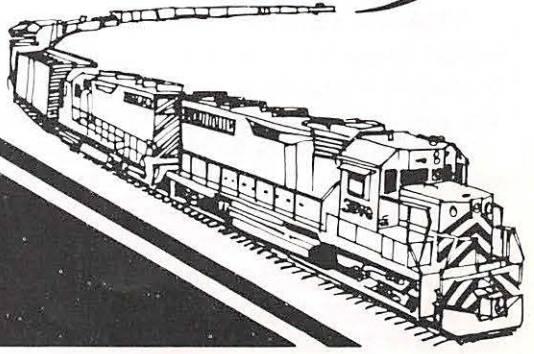

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railroad industry."

In concluding its policy statement, FRA states that FRA and OSHA will each concentrate its efforts in those areas in which it possesses the greatest experience and expertise. "In those cases in which there may be some question as to which is the primary regulatory agency, cooperative efforts between the two agencies should avoid the creation of regulatory gaps on the one hand, or unnecessary duplication of the other. At any time that a hazardous working condition impacts upon the overall safety of railroad operations, FRA will take the initiative in developing a proper regulatory response."

DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration
[49 CFR Part 221]
[Docket No. ROS-1, Notice 31]

RAILROAD OCCUPATIONAL SAFETY AND HEALTH STANDARDS; TERMINATION

Policy Statement

AGENCY: Federal Railroad Administration, DOT.

ACTION: Termination of rulemaking proceeding and issuance of policy statement.

SUMMARY: The Federal Railroad Administration (FRA) is withdrawing its notice of proposed rulemaking with respect to railroad occupational safety and health standards. FRA had determined that it should not attempt to regulate at this time in an area already covered by regulations issued by the Department of Labor (Labor). This termination notice also explains the respective jurisdiction of FRA and Labor in a policy statement.

EFFECTIVE DATE: This termination is effective March 14, 1978.

FOR FURTHER INFORMATION CONTACT:

Grady Cothen, Jr., Office of the Chief Counsel, Federal Railroad Administration, Washington, D.C., 202-426-8285.

SUPPLEMENTARY INFORMATION: On July 15, 1976, the Federal Railroad Administration (FRA) published a notice of proposed rulemaking (41 FR 29153) concerning the issuance of railroad occupational safety and health standards under the authority of the Federal Railroad Safety Act of 1970 (84 Stat. 971; 45 U.S.C. 421 et seq.). The specific standards proposed in that proceeding, designated as Docket No. ROS-1, concerned means of egress from buildings and structures, general environmental controls and fire protection. The requirements of the proposed standards, corresponded generally to those contained in subparts E, J and L of the Occupational Safety and Health Standards (29 CFR Part 1910) issued by the Occupational Safety and Health Administration of the Department of Labor (OSHA/DOL). After reviewing the comments submitted to this Docket, and on reconsideration of the proper role for FRA in the general area of occupational safety and health, the FRA has determined that the proposed standards should not be issued and that the proceeding in Docket No. ROS-1 should be terminated. This document terminates the rulemaking proceeding and issues a policy statement concerning the relationship between the respective jurisdictions of FRA and OSHA.

On December 29, 1970, the Congress enacted the Occupational Safety and Health Act of 1970 ("OSH Act"). The purpose of that legislation was to assure safe and healthful working conditions for every working man and woman in the Nation. Under the terms of the OSH Act, every employer engaged in a business affecting commerce has a general duty to furnish each of his employees employment and places of employment free from recognized hazards causing, or likely to cause, death or serious physical harm. In addition, employers are required to comply with all safety and health standards promulgated under the OSH Act that are applicable to working conditions involved in their business.

Administration of the OSH Act is vested primarily in the Secretary of Labor who is responsible for promulgating and enforcing occupational safety and health standards. During the initial two year period after the effective date of the OSH Act the Secretary of Labor was directed to promulgate, as Federal occupational safety and health standards, any national consensus standard and any established Federal standard designed to assure the safety or health of employees. In addition, he was given authority to promulgate, modify or revoke any standard. This statutory scheme has led to an extensive compilation of occupational safety and health standards, some of which apply generally to all employees, while others apply only to employees engaged in certain types of work.

While the OSH Act has created, for the Secretary of Labor, a broad, general authority to regulate working conditions that affect the occupational safety and health of employees, it also recognized the existence of similar authority in other Federal agencies. Section 4(b)(1) of the OSH Act provides that the OSH Act shall not apply to working conditions as to which another Federal agency exercises statutory authority to prescribe or enforce standards or regulations affecting occupational safety or health.

The FRA has long been involved in and concerned with assuring that railroad employees, shippers and the general public are provided with safe transportation by rail. This involvement dates back to the late nineteenth century when FRA's predecessor agency, the Interstate Commerce Commission, was directed to enforce statu-

Robert J. Plakut (left) shop signalman and James C. Rutten (center) leading shop signalman, direct Ruben F. Finkelson, relay repairman, in loading bungalow on to a flatcar at the signal shop.

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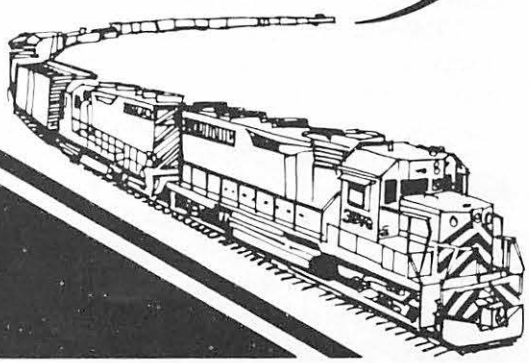

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FRA issues policy statement

The Federal Railroad Administration has decided not to issue its own rules on railroad occupational safety and health. FRA feels it does not have the money or manpower to regulate or enforce its own standards in this area, which in some instances, would duplicate those already being governed by the Occupational Safety & Health Administration of the Department of Labor.

Historically, FRA and its predecessor agency concerned with railroad safety, the Interstate Commerce Commission, have been and are concerned with safety directly related to railroad operations.

"This is reflected throughout the existing FRA regulations which can be classified generally as those related to (1) track, roadbed and associated devices and structures, (2) equipment and (3) human factors.

"In these traditional areas of railroad safety, FRA has developed a special expertise which makes this agency uniquely qualified to play the primary role in the Federal Government's efforts to assure safe employment and places of employment for railroad employees engaged in activities related to railroad operation," comments the FRA policy statement of March 10, 1978.

FRA in regulating railroad safety has an objective of protecting passengers, persons along the right-of-way and railroad employees. Typical of the regulations that FRA enforces concerning the three areas of safety, are the following:

—Track Safety Standards and the Signal Inspection Act come under track, roadbed and associated devices and structures.

—Safety Appliance Act, Locomotive Inspection Act and Freight Car Safety Standards come under the equipment area.

—Operating rules to protect employees working between or under rolling equipment, the Hours of Service Act, and procedures for use of radio communications come under the human factors area.

FRA also enforces the Department of Transportation's Hazardous Materials Regulations.

FRA is the primary regulatory agency concerned with railroad safety and FRA will adopt its own standards to assure a safe environment for railroad workers.

"FRA will continue to administer a comprehensive system of accident/incident reporting for all events bearing on the safety or health of employees involved in any aspect of the rail transportation business. . . . .

"The Occupational Safety and Health Review Commission has recognized that the railroad industry is subject to the FRA accident/incident reporting requirements and is, therefore, not subject to equivalent OSHA rules," the FRA policy statement notes.

Also, FRA in its policy statement realizes that OSHA will have jurisdiction in certain areas on railroad property. Further, FRA acknowledges that in some instances there will be cooperative efforts by FRA and OSHA to assure safety in the railroad work place.

FRA, in its policy statement, commented on some of the OSHA general industry standards.

Concerning walking-working surfaces such as ladders, stairways, platforms, scaffolds and floor openings, these OSHA regulations will apply in railroad offices, shops and other fixed work places. FRA does take three exceptions: (1) These regulations would not apply to the design of locomotives and other rolling equipment used on a railroad; (2) OSHA regulations on guarding of open pits, ditches, etc., would not apply to inspection pits in locomotive or car repair facilities; and (3) OSHA regulations would not apply to ladders, platforms and other surfaces on signal masts, cantenary systems, railroad bridges, turntables and similar structures or to walkways beside the tracks in yards or along the right-of-way.

OSHA regulations concerning exits do not apply to rolling equipment, but they do apply to fixed railroad facilities except for employee sleeping quarters covered by the Hours of Service Act.

OSHA ventilation standards have no application to locomotive cab or caboose environments, to passenger equipment, or to operational situations in yards or along the right-of-way.

The Environmental Protection Agency is developing in consultation with FRA, standards setting limits on noise emanating from fixed equipment and facilities of interstate rail carriers, in addition to the rolling stock already covered. FRA will be enforcing these standards as well.

But FRA recognizes the applicability of OSHA standards in shop areas, offices and other settings in which industrial noise emissions predominate or where exposure may be limited without the potential disruption of safe transportation activities. FRA also regulates noise exposure in the sleeping quarters of employees subject to the Hours of Service Act.

FRA now governs hazardous material transportation, but will work with OSHA where working conditions may be affected, such as in handling or storage of hazardous materials.

Concerning personal protective equipment, there will be close OSHA-FRA cooperation in this area. One concern of FRA is that such protective equipment should not obscure the vision or muffle the noise of approaching trains for railroad workers.

As for general environmental controls, there is some overlapping of FRA and OSHA regulations. Some OSHA regulations do not apply as railroads use their facilities. Generally, FRA will tailor its regulations or

on OSHA-type rules

application of OSHA regulations to meet the railroad environment and operating conditions.

As regards OSHA regulations concerning medical and first aid and fire protection equipment, FRA as the primary agency responsible for railroad safety will make determinations as to the applicability of these OSHA regulations.

OSHA regulations on materials handling and storage apply with but two exceptions: (1) The general requirements have no application to the operations of railroads in the general system of transportation by virtue of FRA's exercise of authority; and (2) they do not apply to locomotive cranes and other on-track vehicles used to haul rail equipment. But FRA does say: "Generally, the provisions of the OSHA rules are inappropriate for the railroad environment. This is an area in which consultations between the two agencies will be necessary to assure appropriate regulation of the subject matter."

As regards machinery, machinery guarding items, portable and hand tools, power tools, welding, etc., the OSHA regulations apply in railroad shops and other work places. The OSHA regulations on electrical standards do not apply to rail rolling stock and electrified rail systems.

As regards toxic and hazardous substances, OSHA regulations apply except with respect to shipment of hazardous materials, that is covered by DOT's Hazardous Materials Regulations.

Concerning construction standards, the FRA says: "To the extent that hazardous construction working conditions do not fall within FRA's exercise of authority, relating to the safety of railroad operations, the OSHA standards will apply according to their terms in the

FRA dropped proposed walkway standards in 1977

Although the Federal Railroad Administration has just announced termination of proposed rulemaking on occupational safety and health standards, it is interesting to note that in commenting on Occupational Safety & Health Administration standards regarding walkways, FRA says these OSHA standards do not apply to ladders, platforms and other surfaces on signal masts, cantenary systems and railroad bridges.

However, FRA had issued an advance notice of proposed rulemaking in November 1976 concerning walkways on railroad bridges, trestles and similar structures. FRA received many comments from interested parties, and then on April 26, 1977, it issued an order terminating its rule making procedure. Some considered railroad signal bridges to be included in the above category, and was considered by FRA.

In an investigation of accident reports covering the years 1962 through 1974, FRA found little evidence of injuries resulting from falls from bridges, trestles, etc. What evidence concerning falls, showed five times as many falls on stairways, ramps and station platforms as from bridges or trestles.

Concerning the cost of meeting OSHA or similar standards would be substantial, FRA said. Taking best estimates from experts, FRA determined that it would cost $700 million to equip walkways on one side only of existing 2,100 miles of structures.

Concerning whether federal regulations are warranted, FRA found that many states already have regulations in this area of walkways. Federal regulations might lead to confusion or at best bring up the question of jurisdictional authority.

FRA concluded that "the issuance of a federal rule requiring walkways on railroad bridges, trestles, and similar structures cannot be justified at the present time. First, any such rule would impose significant added burdens in terms of the large dollar cost to the railroad industry for construction of the walkways, the added hazard to persons and property and additional liability exposure for the railroads because of increased trespassing, and the possible decrease in overall railroad safety because of the diversion of resources from other maintenance and improvement projects. Secondly, neither the commenters nor the FRA has been able to demonstrate that such a rule would result in a definite or measurable improvement to railroad employee safety. Finally, if an employee safety problem does exist because of the lack of walkways in a particular area or on a particular structure, regulation by a State agency that is in a better position to assess the local need is the more appropriate response. Therefore, the petitions for rulemaking are denied, and this proceeding is terminated."

railroad industry."

In concluding its policy statement, FRA states that FRA and OSHA will each concentrate its efforts in those areas in which it possesses the greatest experience and expertise. "In those cases in which there may be some question as to which is the primary regulatory agency, cooperative efforts between the two agencies should avoid the creation of regulatory gaps on the one hand, or unnecessary duplication of the other. At any time that a hazardous working condition impacts upon the overall safety of railroad operations, FRA will take the initiative in developing a proper regulatory response."

DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration
[49 CFR Part 221]
[Docket No. ROS-1, Notice 31]

RAILROAD OCCUPATIONAL SAFETY AND HEALTH STANDARDS; TERMINATION

Policy Statement

AGENCY: Federal Railroad Administration, DOT.

ACTION: Termination of rulemaking proceeding and issuance of policy statement.

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FOR FURTHER INFORMATION CONTACT:

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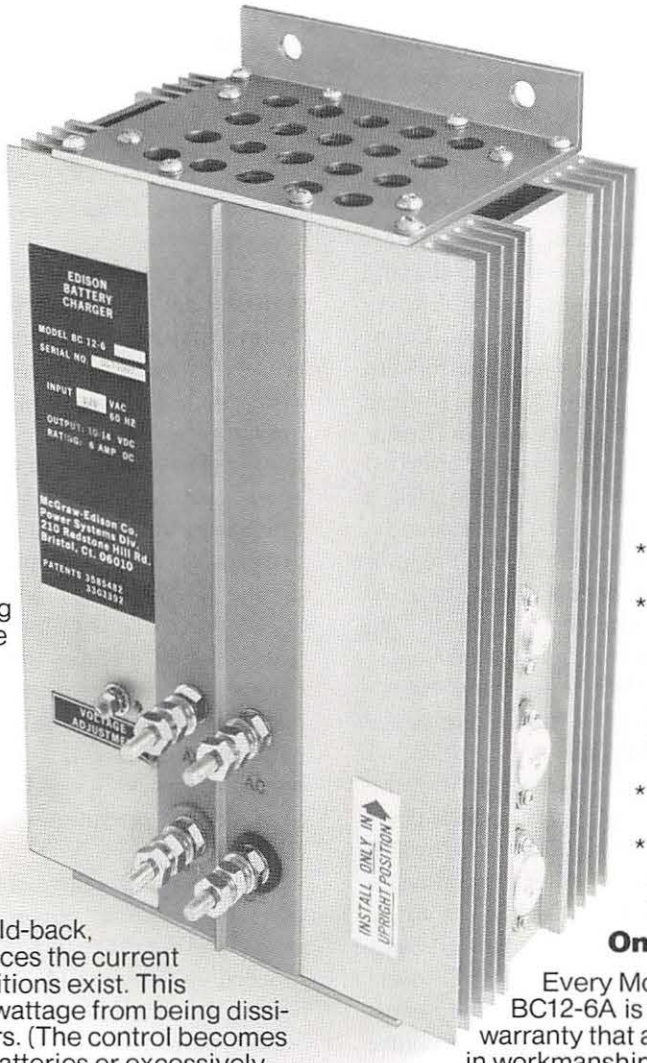
New from McGraw-Edison . . . A charger designed specifically for signaling and communications storage batteries. Economical, efficient, easy to install and adjust.



The Model BC12-6A is a master charger for servicing all railway signaling and communications storage batteries, including nickel-cadmium, nickel-iron and lead-acid on nominal 12 volt systems requiring 6 amp outputs. Remarkably easy to install and adjust, it recharges 7 to 9 cell nickel-cadmium or nickel-iron batteries and 5 to 6 cell lead-acid batteries.

A built-in automatic fold-back, current-limiting control reduces the current output when abnormal conditions exist. This feature prevents excessive wattage from being dissipated in the power transistors. (The control becomes operative with low-voltage batteries or excessively high ac voltage.)

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Other features

* The charger brings battery to full charge from zero volt.
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* Current is limited to 6 amps max.
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* Filtered dc output reduces ripple to a minimum, ± 1%.
* Charger operates at an ambient temperature of —40 to +160F.

One-Year Warranty

Every McGraw-Edison Model BC12-6A is covered by a one-year warranty that assures freedom from defects in workmanship and material. It is a master charger that creates a new standard of economy and performance for recharging railway signaling and communications storage batteries.

Edison batteries and chargers are now products of McGraw-Edison Power Systems Division.

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tory provisions requiring the use of various safety appliances on railroad cars and engines for the protection of employees and travelers (45 U.S.C. 1-7). Since the enactment of that initial statute, specific statutory authority has been created with respect to several other aspects of the railroad industry including the regulation of power brakes on railroad equipment, locomotive inspection standards, the reporting and investigation of railroad accidents, the maximum permissible hours of service of railroad employees, standards for signal systems for the control of train movements, and regulations governing the transportation of explosives and other dangerous substances by rail.

In order to further FRA's ability to respond effectively to the contemporary safety problems and hazards existing within the railroad industry, the Congress, in 1970, enacted the Federal Railroad Safety Act ("FRSA"). The FRSA authorized the Secretary of Transportation to exercise broad and general regulatory powers, as he deemed necessary, in all areas of railroad safety.

Given this longstanding FRA involvement in regulatory activities concerned with assuring both safe working conditions for railroad employees and safe rail transportation of persons and property, it was obvious that the working conditions of railroad employees were subject to potential dual regulation by the Secretary of Labor pursuant to his OSH Act authority. In order to effect the Congressional policy reflected in section 4(b)(1) of the OSH Act, and thereby avoid unnecessary and inefficient duplication of Federal efforts in the area of railroad occupational safety and health, the FRA initiated a regulatory proceeding to develop specific FRA occupational safety and health standards which would preempt the Secretary of Labor from enforcing OSH Act standards applicable to the same working conditions. An advance notice of proposed rulemaking was published on March 7, 1975 (40 FR 10693) indicating FRA's intention to issue specific standards. A subsequent notice of proposed rulemaking published on July 15, 1976 (41 FR 29153) stated that FRA had decided to propose standards in three particular areas and to issue a comprehensive code of occupational safety and health standards specifically applicable to railroad employees. The applicability of the standards which were to be included in this code was defined on a territorial basis rather than a specific hazard basis. The standards would apply to certain enumerated railroad workplaces, properties, facilities, structures, and equipment. Because of the complexity and magnitude of such an undertaking, it was anticipated that this code would be issued in an incremental fashion through several successive rulemaking proceedings. As with the initial specific three areas of regulation, the proposed FRA rules would be similar to those contained in several subparts of the OSHA standards.

Written comments in response to this proposal were received, and a public hearing was conducted. The FRA has reviewed not only these comments, but also the entire original concept as to the adoption of a comprehensive code of occupational safety and health standards for the railroad industry paralleling the existing OSHA regulations.

While the FRA is vested with broad authority in all areas of railroad safety, including those of an occupational nature, we believe it is important to determine the extent to which that authority can and should be exercised in order to assure an effective and coherent overall railroad safety program. To date, the majority of our efforts to assure continuing safety or to improve the present level of railroad safety has been concentrated in those areas of the railroad industry that are directly related to railroad operations—that is, the provision of a transportation service by rail. This is reflected throughout the existing FRA regulations which can be classified generally as those related to (1) track, roadbed, and associated devices and structures, (2) equipment and (3) human factors.

In these traditional areas of railroad safety, FRA has developed a special expertise which makes this agency uniquely qualified to play the primary role in the Federal Government's efforts to assure safe employment and places of employment for railroad employees engaged in activities related to railroad operations. We, therefore, believe that FRA must exercise a continuing role in the area of railroad occupational safety and health. However, given the present staffing level for field investigation and inspection, the FRA has determined that, at this time, it would not be in the best interests of the public and of railroad safety for this agency to become involved extensively in the promulgation and enforcement of a complex regulatory scheme covering in minute detail, as do the OSHA standards, working conditions which, although located within the railroad industry, are in fact similar to those of any industrial workplace. Rather, we believe that the proper role for FRA in the area of occupational safety in the immediate future is one that will concentrate our limited resources in addressing hazardous working conditions in those traditional areas of railroad operations in which we have special competence.

In light of this reassessment of the proper regulatory policy for FRA to pursue in the area of occupational safety and health, FRA has decided to terminate the proceeding initiated in Docket No. ROS-1, and not to issue FRA Railroad Occupational Safety and Health Standards concerning means of egress from buildings and structures, general environmental controls and fire protection. Nor does FRA presently plan to issue any other occupational safety and health standards concerning problems outside of the general area of railroad operations.

While the primary purpose of this notice is to inform all interested parties of the FRA's determination to terminate this rulemaking proceeding, the FRA believes that a more explicit discussion of the implications of this determination with respect to the existing jurisdictions of

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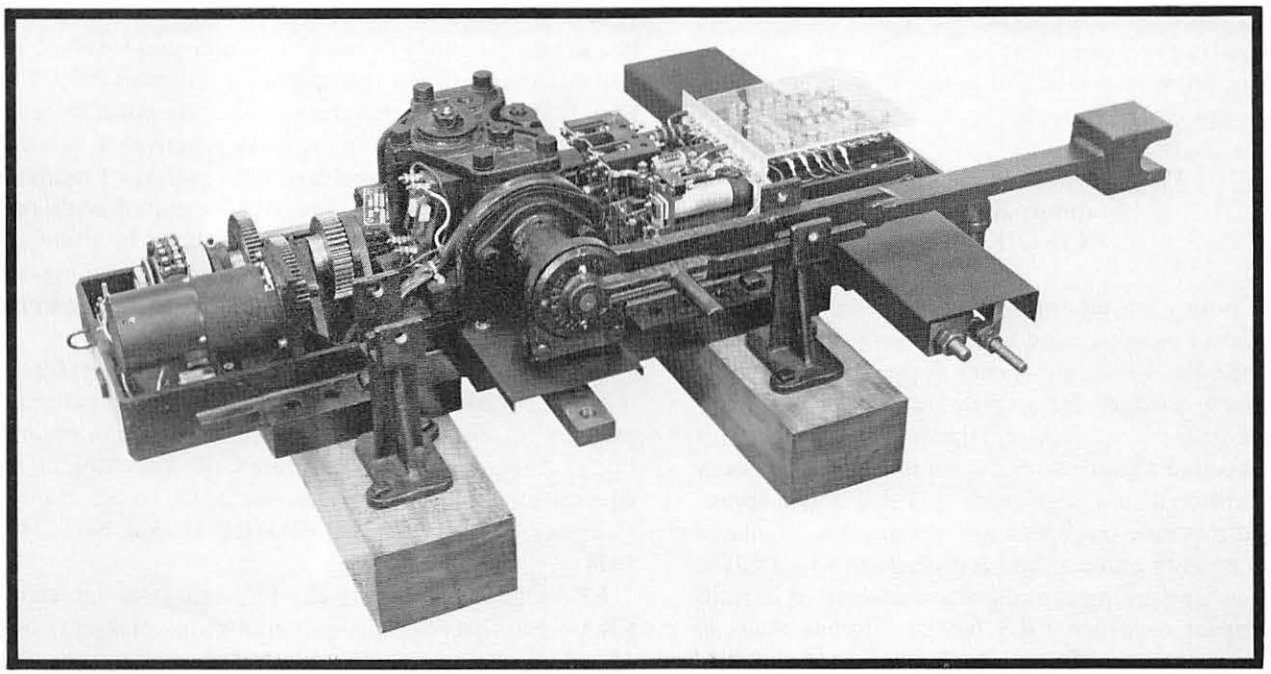

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FRA and OSHA and the policy which will be utilized to guide future FRA actions in the occupational safety and health area is both necessary and in the public interest. It is hoped that this discussion will assist the courts and the Occupational Safety and Health Review Commission in understanding the extent to which FRA has exercised its statutory jurisdiction, the shape and organic nature of the FRA regulatory program, and the complementary role of OSHA in promoting safe and healthful working conditions for railroad employees.

Policy Concerning Exercise of Statutory Authority

A. INTRODUCTION

This policy statement will enumerate: (1) Those categories of working conditions and associated hazards with respect to which the agency is presently exercising its authority through the application of published standards or other mechanisms; (2) those working conditions and associated hazards with respect to which the agency has determined that regulation by FRA is not appropriate at this time but which are so related to regulated conditions as to require close coordination with OSHA; and (3) other working conditions and associated hazards with respect to which FRA has no present plans to exercise jurisdiction. The purposes of this statement of policy are to assure the integrity of the regulatory program currently in place for the promotion of rail transportation safety by articulating its dimensions and to clarify the respective roles of FRA and OSHA in assuring the occupational safety and health of railroad employees.

This document addresses jurisdictional issues arising with respect to the operations of common carriers in the general system of rail transportation, wherever those operations may extend (including industrial sidings). It is not intended to address railroads which are not in the general system, since FRA's exercise of substantive jurisdiction over such railroads has been somewhat limited.

As is reflected by the termination notice set forth above, FRA has decided to focus its resources and energies for the immediate future on the safety of railroad operations. As used herein, "railroad operations" refers to the movement of equipment over the rails. The term "safety" includes health-related aspects of railroad safety to the extent such considerations are integrally related to operational safety hazards or measures taken to abate such hazards. The term "safety of railroad operations," then, relates to the conditions and procedures necessary to achieve the safe movement of equipment over the rails. For instance, the safety of railroad operations requires that track forces engaged in laying or repairing welded rail observe certain procedures impacting on the final condition of the track and assure that geometric and other standards are met (see 49 CFR Part 213). Similarly, proper precautions to assure that trackmen are not struck by trains or other equipment moving over the rails are part of the safety of railroad operations. On the other hand, most hazards related to the handling of welding apparatus are non-operational concerns.

FRA will continue to administer a comprehensive system of accident/incident reporting for all events bearing on the safety or health of employees involved in any aspect of the rail transportation business (49 CFR Part 225). FRA will thereby monitor the possible need for rulemaking or other regulatory activities related either to occupational health or to the safety of railroad working conditions not directly associated with the movement of cars or locomotives, as such. In addition, FRA will continue its existing practice of making all accident/incident data available to OSHA for use in its complementary program of regulation.

The Occupational Safety and Health Review Commission (OSHRC) has recognized that the railroad industry is subject to the FRA accident/incident reporting requirements and is, therefore, not subject to equivalent OSHA rules. *Southern Pacific Transportation Company*, 2 OSHC 1313 (OSAHRC Docket No. 1348, 1974).

FRA regulation of railroad safety under statutes which FRA administers consists of numerous elements designed to promote the safe transportation of persons and property over the nation's railroads. Implicit in each major area of regulation is the three-fold objective of protecting passengers, persons along the right-of-way, and railroad employees. Protection of the public generally and employees in particular is, of necessity, an integrated undertaking. As a general rule, it is not possible to regulate an individual hazard without impacting on other, related working conditions, nor without impacting on the safe transportation of persons and property. Therefore, it is essential that the safety of railroad operations be the responsibility of a single agency and that that agency undertake new initiatives in an informed and deliberate fashion, weighing the impact of particular proposals on long-standing industry practices and pre-existing regulations.

With the enactment of the Federal Railroad Safety Act of 1970, FRA embarked on an attempt to supplement existing provisions of law and regulation and to achieve a consistent and comprehensive regulatory program. In pursuing its mission, FRA has been aware of the fact that discretion was given to the Secretary of Transportation to facilitate the consideration of existing safety data and standards (45 U.S.C. 431(d)) and to permit appropriate research, development, testing and training (45 U.S.C. 437(a)). The Secretary is directed to prescribe, "as necessary," "appropriate" rules for all areas of railroad safety (45 U.S.C. 431(a)). Regulation for its own sake is disfavored. The Secretary is charged with regulating only where there is a need which can be satisfied through Federal regulation.

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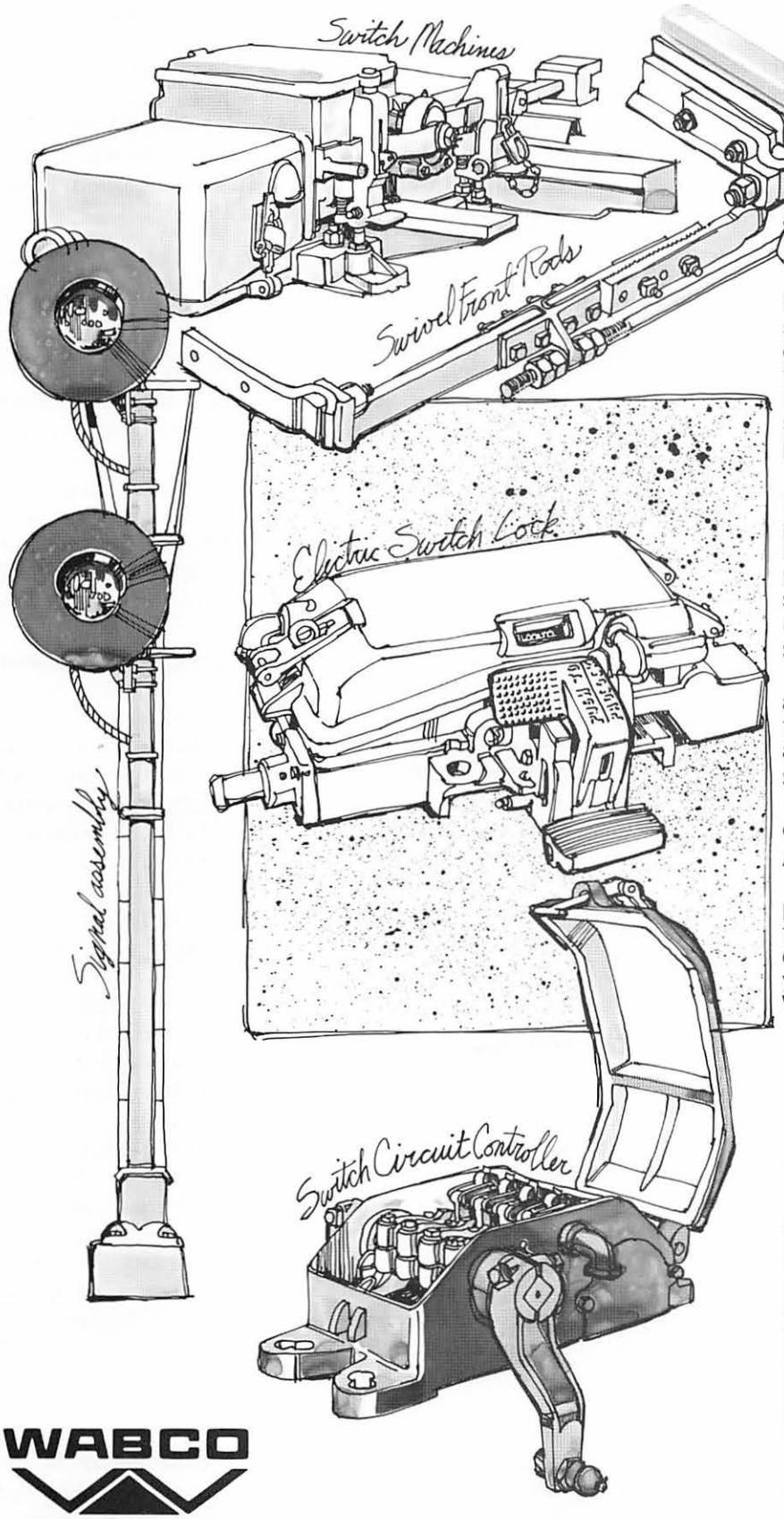

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movement of any means of carriage (e.g., airplane, truck, barge, train). Enlightened regulation involves both a concerted effort to reduce risks and a recognition that, unless all commerce is to cease, certain risks can be guarded against only by the alertness and discipline of individuals. Both OSHA and FRA seek to assure workplaces are as safe as possible. To that end the Ninety-First Congress enacted both the OSH Act and the Federal Railroad Safety Act of 1970. Within the area of railroad operations, it is FRA which must decide what regulations are necessary and feasible.

B. Exercise of FRA Jurisdiction Over Railroad Operations

The overall FRA program to assure the safety of railroad operations may be generally subdivided into three fields: (1) Track, roadbed, and associated devices and structures, (2) equipment, and (3) human factors. FRA has now exercised its statutory authority with respect to each of these regulatory fields by actual rulemaking. While it is expected that additional regulatory initiatives may be undertaken, as necessary, in each of the major regulatory fields, it is the judgment of the agency that piecemeal regulation of individual hazards in any of the three regulatory fields by any other agency of government would be disruptive and contrary to the public interest. Should it be demonstrated that further specific regulatory action is required prior to the completion of an FRA rulemaking addressing a given class of hazards within one of the three major fields, FRA will not hesitate to employ its emergency powers or to initiate special-purpose proceedings directed to the solution of individual problems.

Therefore, as the primary regulatory agency, FRA has exercised and continues to exercise its jurisdiction over the safety of railroad operations. The following discussion will describe the dimensions of the three regulatory fields presently occupied by FRA. In addition, the regulation of employee sleeping quarters and transportation of hazardous materials are discussed as separate problem areas. The discussion is designed to be illustrative rather than exhaustive.

Track, Roadbed and Associated Structures and Devices

The FRA Track Safety Standards (49 CFR Part 213) prescribe geometric and other technical standards for track structures and roadbed and require a program of inspections. While standards have not been issued related to the dimensions or structural integrity of bridges, tunnels or other similar structures, FRA is exercising its authority with respect to the operational safety of such structures through inspections in response to specific requests and may undertake rulemaking proceedings at a future date. FRA has affirmatively determined that issuance of Federal regulations governing walkways on bridges is not warranted based on the projected cost of installation and the collateral safety problems which would be created (42 FR 22184; May 2, 1977).

FRA administers and enforces the Signal Inspection Act (49 U.S.C. 26), which provides the agency plenary authority over the installation, modification, inspection and maintenance of all signal systems and related systems and appliances. FRA has issued regulations concerning false proceed reporting (49 CFR Part 233), applications for the discontinuance or modification of systems (49 CFR Part 235), and general inspection and maintenance standards (49 Part 236).

Equipment

FRA administers and enforces the Safety Appliance Acts (45 U.S.C. 1-16), which were first enacted in 1893. These statutes, which are among the earliest Federal enactments bearing on occupational safety, require certain appliances such as automatic couplers, secure grab irons, and power brakes on all cars and locomotives. FRA and its predecessor agency have implemented these statutes with regulations detailing how safety appliances shall be designed and affixed (49 CFR Part 231) and prescribing inspection and maintenance standards for power brakes (49 CFR Part 232).

FRA is also responsible for carrying out the responsibilities of the Secretary under the Locomotive Inspection Act (45 U.S.C. 22-34). This statute requires that locomotives and appurtenances thereto be safe and suitable for the service to which they are put. FRA exercises its authority under the law by enforcing extensive regulations (49 CFR Part 230) and by removing unsafe locomotives from service (49 CFR part 216).

The Freight Car Safety Standards (49 CFR part 215) are detailed regulations concerning the proper maintenance and inspection of freight cars which were issued in 1973 under the Federal Railroad Safety Act of 1970. Specific regulations have also been issued requiring rear end marking devices on freight and passenger trains (42 FR 2321; January 11, 1977). Public comment has been requested on the need for improved glazing materials in windows of locomotive cabs, passenger cars, and cabooses (42 FR 13309; March 10, 1977). FRA may, in the future, prescribe additional safety standards for railroad caboose cars (see FR 19359; April 13, 1977) and passenger cars. In the meantime, FRA will exercise its authority over the safe use of such cars in railroad operations through its emergency powers and special proceedings, as may be necessary in the judgment of the Administrator.

Human Factors

The control of human factors which impact on the safety of railroad operations is the most complex and difficult of the three regulatory fields which are being

addressed under the Federal Railroad Safety Act of 1970. However, FRA, with the cooperation of interested parties, has made major strides in addressing the most serious areas of concern related to this facet of railroad operations. A broad survey of railroad operating rules and practices (including employee training and testing) has been initiated through mandatory filing of specified information; and railroads have been required to conduct programs of instruction, operational tests, and inspections to enforce compliance with their own safety rules (49 CFR Part 217). Initial uniform operating rules pertaining to the protection of employees working between or under rolling equipment, operations within yard limits, and rear flag protection have now been issued (49 CFR Part 213). See 42 FR 2318;January 11, 1977, and 42 FR 5059; January 27, 1977. Procedures governing the use of radio communications and rules governing the issuance of train orders by radio have also been adopted (49 CFR Part 220, issued at 42 FR 5065; January 27, 1977).

FRA also administers and enforces the Hours of Service Act (45 U.S.C. 61-64b), which limits the hours of service of certain major categories of employees who are engaged in or connected with railroad operations. (See discussion below on Employee Sleeping Quarters.)

Again, FRA will continue to study the need for further rulemaking in the field of human factors. In the meantime, FRA will continue to exercise its authority over railroad operations by enforcing standards already published, by utilizing its emergency powers, by promoting adherence to carrier safety rules, and by instituting any special proceedings which may be deemed necessary. As the primary regulatory agency in the area of railroad operations, it will be the responsibility of FRA to evaluate what further Federal action may be required.

Employee Sleeping Quarters

Section 2(a)(3) of the Hours of Service Act (45 U.S.C. 62(a)(3)) makes it unlawful for any railroad to provide sleeping quarters for employees covered by the Act which are "not clean, safe, and sanitary" or which do not provide an opportunity for rest free from interruptions caused by noise within the control of the railroad. As the agency charged by statute and delegation with administering the Act, FRA necessarily exercises its authority over facilities covered by the statute with respect to safety hazards caused both by railroad operations and by conditions common to dormitory facilities in general. In addition, agency enforcement of the provision as it relates to cleanliness and sanitation constitutes an exercise of authority with respect to occupational health issues. In exercising its authority, FRA draws on its own expertise and that of other Federal agencies.

It should be noted that the Hours of Service Act does not apply to sleeping quarters provided for employees who are not subject to the Act. Therefore, OSHA has jurisdiction over most conditions in quarters provided for maintenance-of-way employees. However, if those quarters happened to be camp or bunk cars (railroad cars outfitted as temporary lodgings), FRA and OSHA would both have a role to play. FRA would be responsible for the condition of the cars under the Safety Appliance Acts and Freight Car Safety Standards and would resolve any other issues relating to operational hazards. OSHA would be responsible for investigating and regulating allegedly deficient interior conditions of the kind which would be common to fixed facilities.

Section 2(a)(4) of the Hours of Service Act (45 U.S.C. 62(a)(4)) provides that newly constructed or reconstructed employee sleeping quarters may not be located within the immediate vicinity of switching or humping operations, as determined in accordance with rules issued by the Secretary. Acting for the Secretary, FRA presently exercises this authority through interim rules (41 FR 53028; December 3, 1976.)

Department of Transportation Hazardous Materials Regulations

FRA enforces the Department's comprehensive Hazardous Materials Regulations with respect to the carriage or shipment of hazardous materials by rail (see 49 CFR Parts 171-174, 179). Those regulations contain numerous provisions which are either designed to assure the occupational safety of employees engaged in railroad operations or which have that effect.

C. OSHA Jurisdiction

As noted above, FRA has determined that a territorial approach to the exercise of its statutory jurisdiction over railroad safety such as that proposed in the NPRM would deplete energies and resources better devoted to the safety of railroad operations. If FRA were to address all occupational safety and health issues which arise in the railroad yards, shops, and associated offices, the agency would be forced to develop a staff and field capability which, to an extent, would duplicate the capability already possessed by OSHA. In view of this situation, FRA recognizes that OSHA currently is not precluded from exercising jurisdiction with respect to conditions not rooted in railroad operations nor so closely related to railroad operations as to require regulation by FRA in the interest of controlling predominant operational hazards.

The following survey of OSHA standards is intended to aid the railroad industry in evaluating the breadth of FRA's exercised jurisdiction by contrasting the roles of FRA and OSHA. This discussion cannot be regarded as definitive, since considerable experience in adjusting the relationship of FRA and OSHA standards will likely be required before an optimum Federal regulatory program can be achieved. All statements concerning OSHA and FRA authority and the applicability of individual

regulations should be regarded as statements of general principle.

Again, in reading this discussion it should be kept in mind that to the extent matters addressed by the OSHA regulations are connected with or relate to railroad operations and may interact with or create operational hazards, it may be necessary for FRA and OSHA to consult concerning the interpretation or modification of such standards. As the primary regulatory agency concerned with railroad safety, FRA will not hesitate to adopt its own standards to assure a safe environment for railroad operations and to promote regulatory consistency.

General Industry Standards

The areas discussed below correspond to subparts in the Occupational Safety and Health Standards (29 CFR Part 1910). FRA is aware that OSHA has proposed revocation of certain of these standards (42 FR 62734; December 13, 1977). However, since it is not possible to project at this time what final action OSHA might take with respect to individual provisions, this discussion addresses the OSHA regulations currently in effect.

Walking-Working Surfaces (Subpart D)

OSHA regulations concerning working surfaces deal with such matters as ladders, stairways, platforms, scaffolds and floor openings. Generally, these regulations are applicable in railroad offices, shops, and other fixed work places. There are three principal exceptions to the rule. First, they would not apply with respect to the design of locomotives and other rolling equipment used on a railroad, since working conditions related to such surfaces are regulated by FRA as major aspects of railroad operations.

Second, as the agency which has exercised jurisdiction over railroad operations, FRA is responsible for the safe movement of rolling stock through railroad repair shops. OSHA requirements for general industry are in some respects inconsistent with the optimum safety of employees in this unique environment where hazards from moving equipment predominate. Therefore, OSHA regulations on guarding of open pits, ditches, etc., would not apply to inspection pits in locomotive or car repair facilities. FRA is better equipped to assess proper clearance technology and employee knowledge of existing industry practices as well as the prevalence and severity of hazards represented by specific injury occurrence codes in accident/incident reporting statistics. FRA is responsible for determining what additional regulatory steps, if any, may be necessary in this area in light of overall safety considerations.

Third, the OSHA regulations would not apply to ladders, platforms, and other surfaces on signal masts, cantenary systems, railroad bridges, turntables, and similar structures or to walkways beside the tracks in yards or along the right-of-way. These are areas which are so much a part of the operating environment that they must be regulated by the agency with primary responsibility for railroad safety. Therefore, FRA will determine the need for and feasibility of general standards to address individual hazards related to such surfaces, keeping in mind the requirement of proper clearances and the familiarity of employees with existing industry designs. It should be noted that FRA and its predecessor agency have traditionally required the correction of defective ladders and walkways on signal structures under the authority of the Signal Inspection Act (49 U.S.C. 26(e)). Further, the FRA Track Safety Standards require the control of vegetation growth immediately adjacent to roadbed which might interfere with employees performing normal trackside duties (49 CFR § 213.37). FRA will not hesitate to use its emergency powers to achieve the correction of other, similar problems.

Means of Egress (Subpart E)

By their own terms, OSHA regulations concerning egress do not apply to rolling equipment. However, the regulations do apply to the extent of the regulatory language to fixed railroad facilities other than employee sleeping quarters covered by the Hours of Service Act, as amended.

Powered Platforms, Manlifts, and Vehicle-Mounted Work Platforms (Subpart F)

OSHA regulations apply according to their terms to the railroad industry. A work platform would be regulated by OSHA, even if mounted on an on-track vehicle. It should be noted the OSHA regulation does not apply to the vehicle on which such a platform is mounted. See 29 CFR § 1910.67(b)(3). FRA is responsible for all vehicles that are utilized on track during the period of such usage. However, FRA will work with OSHA, if appropriate, to assure that both transportation and industrial hazards are adequately addressed. (See discussion under "Materials Handling," below.)

Occupational Health and Environmental Control (Subpart G)

These rules impose certain standards related to ventilation, occupational noise exposure, and radiation. The rules apply according to their own terms in the railroad industry, with the following exceptions.

First, the OSHA ventilation standards (29 CFR § 1910.94) do not contain any provisions which address hazards growing out of railroad operations, as such. By their terms, they have no application to locomotive cab or caboose environments, to passenger equipment, or to

operational situations in yards or along the right-of-way.

Second, FRA views the question of occupational noise exposure of employees engaged in railroad operations, during their involvement in such operations, as a matter comprehended by the regulatory fields over which FRA has exercised its statutory jurisdiction. FRA is therefore responsible for determining what exposure levels are permissible, what further regulatory steps may be necessary in this area, if any, and what remedial measures are feasible when evaluated in the light of overall safety considerations. FRA's exercise of jurisdiction in this area is evidenced, in part, by the issuance of noise compliance regulations (42 FR 42343; August 23, 1977, issuing 49 CFR Part 210) which will be utilized by FRA to enforce the Evironmental Protection Agency (EPA) Railroad Noise Emission Standards (40 CFR Part 201). In addition, locomotive cab noise affecting the ability of crew members to perform their functions as a result of impaired hearing would contravene the Locomotive Inspection Act (45 U.S.C. 22-34). *See Napier v. Atlantic Coast Line R.R.*, 272 U.S. 605 (1926).

Over the past several years, FRA and the Department of Transportation have performed extensive testing of noise conditions in locomotive cabs and cabooses. FRA is currently gathering additional data on noise levels in cabooses with a view to possible rule-making (42 FR 19359; April 13, 1977).

Any review of further remedial measures in the area of occupational noise exposure in locomotive cabs and cabooses must take into account the need to preserve the alertness of employees to rail transportation hazards affecting the employees, passengers and the general public along the right-of-way. Only the primary regulatory agency in the area of railroad safety is equipped to evaluate these considerations and to fashion appropriate solutions. The same considerations apply to employees' exposure to retarder noise and other noise emanating primarily from railroad operations.

As a result of a recent court decision, EPA is developing, in consultation with FRA, standards setting limits on noise emanating from fixed equipment and facilities of interstate rail carriers, in addition to the rolling stock already covered. FRA will be enforcing these standards as well. *See Association of American Railroads v. Costle,* 562 F.2d 1310 (D.C. Cir. 1977).

However, FRA believes noise exposure in shop areas and other areas where there are multiple noise sources is a qualitatively different issue, since abatement options will be more varied and noise sources will often include power tools and other industrial implements. Therefore, FRA recognizes the applicability of OSHA standards in shop areas, offices and other settings in which "industrial" noise emissions predominate or where exposure may be limited without the potential disruption of safe transportation activities.

As suggested above, maximum permissible noise emission levels for rail equipment have already been determined by EPA in consultation with FRA. These emission levels, measured as set forth in the EPA standards, should be recognized by OSHA as establishing the parameters of "feasible administrative or engineering controls" with respect to rail equipment, including locomotives, when such equipment is situated in a railroad shop or enginehouse. See 29 CFR 1919.95(b)(1). FRA will work with OSHA to evaluate the prudence of requiring personal protective equipment to reduce noise exposure in those settings where employees may be subjected to more serious hazards associated with railroad operations.

Pursuant to the mandate of section 2(a)(3) of the Hours of Service Act (45 U.S.C. 62(a)(3)), FRA also regulates noise exposure in the sleeping quarters of employees subject to the Act.

Hazardous Materials (Subpart H).

The transportation of hazardous materials by rail is governed wholly by Department of Transportation Regulations (Chapter I, Title 49, Code of Federal Regulations). However, the OSHA regulations apply according to their terms in those circumstancs where the Department of Transportation Regulations do not apply (i.e., to the use, handling and storage of hazardous substances in most work situations). To the extent working conditions may be affected by both (1) the shipment and carriage of hazardous materials and (2) the storage or use of such materials prior to their introduction into the stream of transportation, FRA will endeavor to work cooperatively with OSHA to assure the coherent and comprehensive regulation of this subject matter. *See American Airlines,* 3 OSHC 1624 (OSAHRC Docket No. 9362, 1975).

Personal Protective Equipment (Subpart I)

OSHA regulations concerning personal protective equipment apply according to their terms, except to the extent the general requirements might be read to require protective equipment responsive to hazards growing out of railroad operations. For instance, OSHA could not prescribe attire designed for mandatory use of an employee while involved in uncoupling cars or operating a locomotive. Close OSHA-FRA cooperation will be required to ascertain whether requiring the use of certain protective equipment by persons working along the railroad right-of-way, without additional requirements assuring attention to rail transportation hazards, may tend to aggravate such hazards by obscuring vision or muffling the noise of approaching trains. If necessary, FRA will not hesitate to issue regulations placing conditions on the use of protective equipment in such circumstances or otherwise regulating its use.

General Environmental Controls (Subpart J)

The regulations classified by OSHA as "General Environmental Controls" relate to sanitation, temporary labor camps, color codes for marking physical hazards, and specifications for accident prevention signs and tags. The provisions concerning sanitation (29 CFR 1910.141, 1910.143) generally apply to railroad work places. However, it should be noted that the regulations themselves contain certain limited exclusions for "mobile crews" and "normally unattended work locations as long as employees have transportation immediately available to nearby toilet facilities". See 29 CFR §§ 1910.141 (c)(1)(ii), 1910.143(a)(1). Certain areas of FRA/OSHA jurisdictional overlap do exist. For instance, under the Locomotive Inspection Act FRA must ascertain whether a locomotive and all its appurtenances are "in proper condition and safe to operate." In view of proposed rulemaking action by both FRA and OSHA which could affect the resolution of this issue, it will be necessary for FRA and OSHA to consult concerning the most effective means of addressing sanitation on occupied rolling equipment. See, in addition, Part 1250 of Title 21, Code of Federal Regulations (Food and Drug Administration regulations on Interstate Conveyance Sanitation).

Theoretically, OSHA standards concerning temporary labor camps (29 CFR § 1910.142) apply according to their terms to specified facilities except those subject to FRA jurisdiction under section 2(a)(3) of the Hours of Service Act (45 U.S.C. 62(a)(3)). However, the railroad industry does not utilize temporary labor camps in the sense apparently intended by the OSHA regulation. It is not anticipated that there will be any conflict between the requirments of the two agencies.

OSHA regulations establishing a color code for physical hazards (29 CFR § 1910.144) apply according to their terms to hazards other than those arising out of railroad operations. Railroads are encouraged to use the code to identify hazards arising out of railroad operations whenever practicable.

The OSHA specifications for accident prevention signs and tags do not cover safety signs designed for railroads (29 CFR § 1910.145(a)(1)).

Medical and First Aid (Subpart K); Fire Protection (Subpart L)

The OSHA regulations apply according to their terms except with respect to fire protection on rolling stock. Although FRA has not published specific "fire protection" standards denominated as such, FRA standards for locomotive inspection and maintenance contain provisions designed, in part, to prevent fires (49 CFR Part 230). The Locomotive Inspection Act (45 U.S.C. 22-34) requires FRA inspectors to make general determinations concerning whether locomotives are in "proper conditions and safe to operate in the service to which the same are put." In addition, the FRA Freight Car Safety Standards (49 CFR Part 215) contain requirements which are designed to prevent overheated journals, historically a frequent cause of both fires and derailments. Additional study may result in the issuance of additional specific requirements, as the need for and feasibility of such requirements are demonstrated. Again, as the primary regulatory agency exercising responsibility for railroad safety (including the safety of employees engaged in railroads operations), FRA must make those determinations.

Compressed Gas and Compressed Air Equipment (Subpart M)

The OSHA regulations apply according to their terms, except that (1) the Department of Transportation Hazardous Materials Regulations control and shipment and transportation of compressed gas and (2) use of compressed gas in the course of railroad operations falls within FRA's current exercise of jurisdiction. The OSHA regulations contain an exclusion for compressed air machinery used on transportation vehicles (29 CFR § 1910.169(a)(1)).

Materials Handling and Storage (Subpart N)

The OSHA regulation apply according to their terms, with two exceptions. First, the general requirements of 29 CFR § 1910.176 have no application to the operations of railroads in the general system of transportation by virtue of FRA's exercise of authority.

The second exception pertains to locomotive cranes and other on-track vehicles which are used for maintenance of way and other purposes. Such vehicles necessarily play an important part in the safety of railroad operations. Locomotive cranes and other on-track vehicles used to haul other rail equipment are subject to the requirements of the Locomotive Inspection Act, which is enforced by FRA. The Safety Appliance Acts may also apply. (See 45 U.S.C. 8; 49 CFR §§ 231.25, 231.26.) OSHA has recognized the special problems of regulation in the railroad environment by explicitly excluding locomotive cranes used in wrecking service from the coverage of its standards (29 CFR § 1910.180(b)(1)). Generally, the provisions of the OSHA rule are inappropriate for the railroad environment. This is an area in which consultations between the two agencies will be necessary to assure appropriate regulation of the subject matter.

Toxic and Hazardous Substances (Subpart Z)

The OSHA regulations apply according to their terms, except with respect to the shipment or transportation of hazardous materials, which is controlled by the Depart-

ment of Transportation Hazardous Materials Regulations, and the regulation of air contaminants in locomotive cab and caboose environments.

It is the judgement of FRA that the exposure of operating employees to air contaminants in the locomotive cab or caboose environment is an issue integrally related to the ability of employees to perform their duties and to the regulation of the rail equipment itself. Thus, air contaminant exposure in those particular environments must be viewed as a concern within two of the regulatory fields over which FRA has exercised jurisdiction (rail equipment, human factors). Specific FRA regulations bearing on the locomotive cab environment address cab ventilation (49 CFR § 230.229(f)(2)) and exhaust gases (49 CFR § 230.259)). In addition, as noted above, the Locomotive Inspection Act prescribes a general requirement that each locomotive be safe and in proper condition. The current FRA proceeding on minimum safety standards for caboose cars includes an inquiry into the specific problem of crew exposure to air contaminants (42 FR 19359; April 13, 1977).

It should be noted that significant research has been done by FRA and other organizations concerning exposure to air contaminants in railroad operations. Additional research is on-going. Thus far it appears that exposure levels in normal operating situations are well within the values set forth in the current OSHA standards, even in "worse-case" situations such as long railroad tunnels. See Hobbs et al., *Train Generated Air Contaminants in the Train Crew's Working Environment,* Report No. FRA/ORD-77/08 (1977). However, it is possible that situations may exist in which short-term exposure which meets OSHA standards may still affect the ability of employees properly to perform their duties and may cause serious discomfort. Therefore, FRA will continue to develop data on individual situations and may use its statutory powers to address any situation in which a carrier might decline to take voluntary remedial action.

Machinery and Machine Guarding (Subpart O); Hand and Portable Powered Tools and Other Hand-Used Equipment (Subpart P); Welding, Cutting and Brazing (Subpart Q); Electrical (Subpart S)

The OSHA regulations apply according to their terms in railroad shops and other work places. Note that 29 CFR § 1910.308(c)(2) (electrical standards) excludes rail rolling stock and electrified rail systems.

Construction Standards

Section 1910.12 of OSHA's General Industry standards provides that the standards contained in 29 CFR Part 1926 relating to construction work are adopted as regulations under section 6 of the OSH Act and shall apply to every "employment" engaged in construction work. "Construction work" is broadly defined to include construction, alteration, and/or repair, including painting and decorating. To the extent that hazardous construction working conditions do not fall within FRA's exercise of authority relating to the safety of railroad operations, the OSHA standards apply according to their terms in the railroad industry.

D. Conclusion

The foregoing discussion of FRA's view of the proper role for it to play with respect to the railroad industry in the overall federal occupational safety and health regulatory scheme is intended to assist all interested parties in their efforts to determine the extent to which FRA regulations and OSHA regulations will apply to working conditions within the railroad industry. As was stated earlier in this notice, the primary intent of FRA is to assure an effective and coherent railroad occupational safety and health program. We believe the policy set forth in this document will assure that each of the principal Federal agencies charged with the responsibility for carrying out this program, that is, FRA and OSHA, will concentrate its efforts in those areas in which it possesses the greatest experience and expertise. In those cases in which there may be some question as to which is the primary regulatory agency, cooperative efforts between the two agencies should avoid the creation of regulatory gaps on the one hand, or unnecessary duplication on the other. At any time that a hazardous working condition impacts upon the overall safety of railroad operations, FRA will take the initiative in developing a proper regulatory response.

The primary program drafter of this document is Stephen Urman of the Office of Safety. The primary legal drafters are Ann-Marie Hyland and Grady Cothen, Jr. of the Office of Chief Counsel.

Authority: Sec. 202, 84 Stat. 971, 45 U.S.C. 431 and § 1.49(n) of the regulations of the Office of the Secretary of Transportation, 49 CFR 1.49(n).

The termination contained in this notice is effective on publication.

Issued in Washington, D.C. on March 10, 1978.

JOHN M. SULLIVAN,
Administrator.

WORK SAFELY!
The life you save
will be your own.

From the Secretary-Treasurer's Office

Spouse annuities are available reports W. D. Best

The Railroad Retirement Act provides annuities to the wives or husbands of retired railroad employees. These spouse annuities are payable in addition to the regular and supplemental annuities payable to retired employees.

Railroad retirement spouse annuities first became payable in 1951. Since that time over 700,000 railroad retirement spouse annuities have been awarded. Currently, over 231,000 spouses receive annuities from the Board.

The following questions and answers describe the eligibility requirements for railroad retirement spouse annuities.

(1) What are the age requirements for a spouse annuity?

If an employee retired with 30 or more years of service and the regular annuity began after June 1974, a husband or wife may qualify for an annuity at age 60; a wife caring for a minor or disabled child may qualify at any age. The retired employee must be at least age 60.

If the employee retired with less than 30 years of service or before July 1974, the husband or wife may receive an annuity at age 65, or an annuity which is reduced for early retirement at age 62. A wife caring for a minor or disabled child may qualify for an annuity at any age. If the employee's regular annuity began after 1974, the employee must be age 62 for the spouse to qualify. However, if the employee's regular annuity began before 1975, the employee must be age 65 for the spouse to qualify.

(2) How is a spouse annuity calculated?

Railroad retirement annuities are composed of two tiers. The first tier is based on the employee's combined railroad retirement and social security credits and computed in generally the same way as a social security benefit; the second tier is an additional amount based exclusively on railroad retirement credits.

In general, a spouse annuity is one-half of the employee's tier I plus tier II amounts, subject to the current maximum of $342.32, which is 10% more than the maximum social security spouse benefit. However, a railroad spouse annuity may be reduced if the spouse is entitled to social security benefits or a public pension (see questions 3 and 4).

The average spouse annuity awarded at the end of 1977 was about $220 a month.

(3) At the time I retire from rail work, my spouse will qualify for a social security benefit. Will my spouse be able to receive both a railroad retirement spouse annuity and a social security benefit

Your spouse may receive both a railroad retirement spouse annuity and a social security benefit, but the tier I part of his or her railroad retirement spouse annuity will be reduced by the amount of his or her social security benefit. However, if certain vesting requirements are met, the spouse can receive an additional annuity amount which may substantially restore the reduction for social security benefits. For wives (and dependent husbands) of employees who worked for a railroad in 1974, the vesting requirements are met if the employee had 10 years of railroad service at the end of 1974 and either the employee or spouse was insured for social security retirement benefits at that time.

In any case, since the reduction for social security benefits applies only to the tier I portion of spouse annuities, the tier II portion would still be payable.

Also, if both husband and wife are qualified railroad workers and either had some railroad service before

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Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

1975, there are certain guarantees which allow payment of both a railroad retirement employee annuity and a railroad retirement spouse annuity to each.

(4) Are railroad retirement spouse annuities reduced for civil service and other public pensions?

Yes. Effective December 1977, the tier I portion of a spouse annuity may be reduced by the amount of a civil service or other public pension based on the spouse's own earnings. However, for the most part, spouse annuity reductions for public pensions do not apply to wives (or dependent husbands) retiring in the next 5 years. There is also an important exception; this reduction does not apply if the employment on which the public pension is based was covered under social security on the last day of employment.

Spouses on the benefit rolls as of November 1977 will continue to receive their annuities without any reduction for public pensions. Nor does the reduction apply for wives and dependent husbands who are now eligible or become eligible for public pensions before December 1982, regardless of when they begin receiving railroad retirement spouse benefits.

Currently, this reduction applies only for nondependent husbands who apply for spouse annuities in December 1977 or later. However, the public pension reduction applies only to the tier I annuity portion, so the tier II annuity portion would still be payable.

(5) How much is the reduction if a spouse begins receiving an annuity at age 62 instead of age 65?

For spouses not eligible for full annuities before age 65, the reduction is $1/180$ for each month the spouse is under age 65 when the annuity begins.

The reduction at age 62 is 20% of the amount that would be payable at age 65. For example, a spouse annuity amounting to $250 at age 65 would be reduced to $200 if payment begins at age 62.

(6) Besides the age requirements, are there any other requirements for a spouse annuity?

The employee and spouse must be members of the same household, or the spouse must be receiving regular support payments from the employee, or the employee must be under court order to make such payments.

The couple must be married at least one year, unless they are the natural parents of a child, or the spouse gave up rights to a railroad retirement survivor annuity by marrying the retired employee.

The spouse must also give up any pre-retirement employment and relinquish any employment rights.

(7) Are there any restrictions on the receipt of a spouse annuity?

Payment of a spouse annuity is stopped for any month in which the employee's regular annuity is not payable. Also, the annuity is not payable for any month the spouse works for a covered railroad or rail union or the last employer before the annuity began.

(8) When does the payment of a spouse annuity end?

A spouse annuity ends with the death of the employee. At that time, a widow(er)'s benefit would normally be payable by either the Board or the Social Security Administration on the basis of the deceased employee's credits with both systems. A spouse's annuity also ends with divorce or, of course, with the death of the spouse annuitant.

If a spouse annuity is being paid to a woman on the basis of caring for a minor or disabled child and the child attains age 18 or recovers from disability, her annuity would cease to be payable until she reaches retirement age.

Entitlement to a spouse annuity stops with the month preceding the terminating event. For example, if a spouse annuity is based on caring for a minor child, it stops with the month before the month the child attains age 18.

John Wayne, Honorary Crusade Chairman.

Maybe we'll cure cancer without your help, but don't bet your life on it.

The way it stands today, one American out of four will someday have cancer. That means it will strike some member in two out of three American families.

To change those statistics we have to bring the promise of research to everyday reality. And to expand our detection program and techniques. And that takes money. Lots of money. Money we won't have—unless you help us.

The American Cancer Society will never give up the fight. Maybe we'll find the answers even without your help. But don't bet your life on it.

American Cancer Society

Signalman's Worksheet

Interlocking: Relay type

Coded Remote Control

Coded systems for transmission of controls and indications are economical of line wire. These systems, through the use of coding relays, send out controls and receive indications on two, or sometimes three, line wires.

Syncrostep, Figure 904, is used for the control of single remote locations. Other coded systems, such as the type K, Figure 905, are ideal for handling multiple remote field locations.

Quikode is a high-speed multiplex coded control system for the control of complex remote interlockings, singly or in multiple.

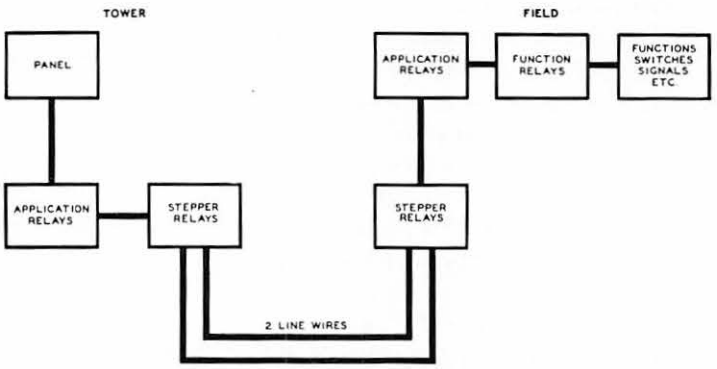

Fig. 904: Syncrostep coded remote control.

Interlocking: Basic Circuits

An explanation of direct wire, near group control of a relay interlocking, controlled from an individual lever (IL) type of control panel, is presented in the circuits on the following pages. A layout consisting of a single power-operated turnout with a full complement of signals has been selected.

A TYPICAL CONTROL PANEL

The arrangement of the control panel is shown in Figure 906. The track diagram in the upper portion of the panel represents the track layout (shown in more detail above the panel), which consists of the junction of a non-signaled branch line with a single-track main line equipped with a system of absolute permissive block signaling. In accordance with interlocking practice, signals 1L are located at the clearance point between the main and branch lines, and signal 1R is located in advance of the switch points. The function of these signals is to govern train movements in accordance with the route set up and the condition of the block ahead.

Home signals 1L and 1R have two arms each, that is there are two separate type SA signals mounted on each signal mast. Signal 1LA on the main line governs traffic to the left over the switch normal. Signal 1LB on the branch line governs traffic to the left over the switch reverse. Signal 1RA, top arm, governs traffic to the right over the switch normal, and signal 1RB, bottom arm, governs traffic to the right over the switch reverse onto the non-signaled branch line. Single arm automat-

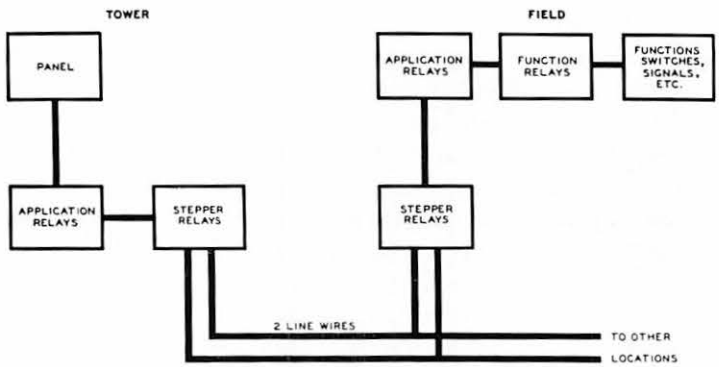

Fig. 905: Type K coded remote control.

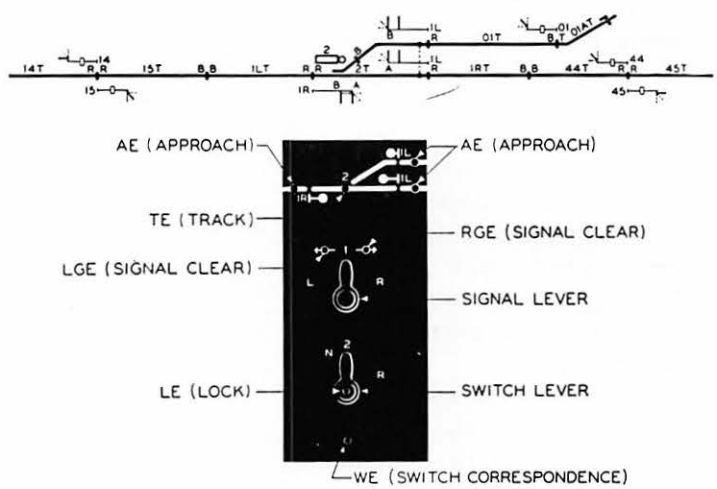

Fig. 906: Relay interlocking control panel and track layout.

Information and drawings furnished by General Railway Signal Company.

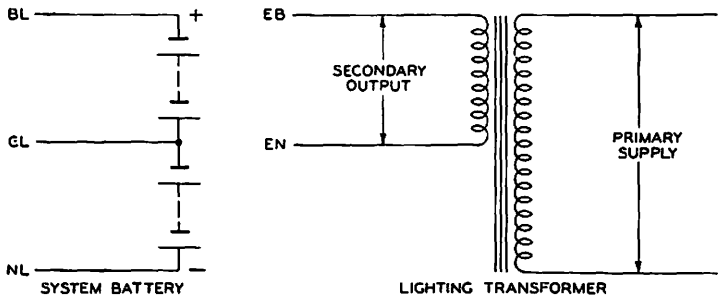

Fig. 907: Power supply symbols.

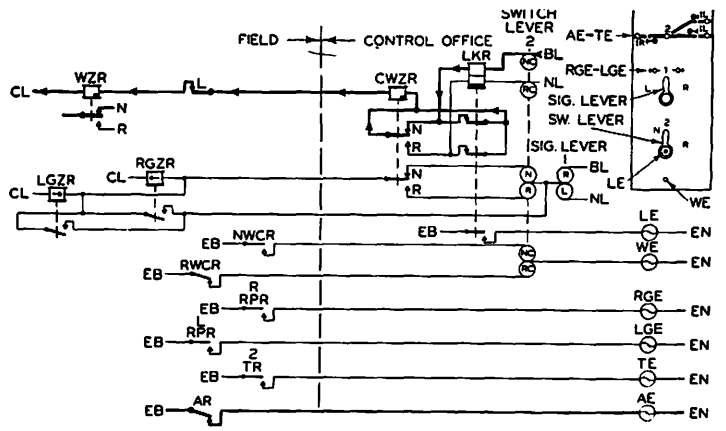

Fig. 908: Relay interlocking control and indication circuits, switch control.

ic signals 15 and 44 act as main-line approach signals to the plant, and signal 01 as the approach signal from the branch line. The home signals normally display red (stop) aspects, and the approach signals display yellow (approach) aspects.

Three approach lights AE on the panel indicate when their respective approaches are occupied by a train (a single-stroke gong or other audible signal is also provided to indicate that a train has arrived on the approach). Track light TE indicates track circuit 2T (at the switch) is occupied.

Switch lever 2 has two positions, normal (N) and reverse (R). This lever is used to control the switch machine. When in the vertical or normal (N) position, it calls for the switch machine to line up a route straight through on the main line. When in the horizontal or reverse (R) position, it calls for the switch machine to line up a route for the branch line. Switch lever contacts NC (Figure 908) are closed from normal (N) to center position (C). Switch lever contacts RC are closed from reverse (R) to center (C). Contacts N and R are closed only when the lever is in the normal or reverse position.

Lock light LE, located in the barrel of the switch lever, indicates the switch is locked and out of the operator's control. Correspondence light WE, located below the switch lever, indicates when the switch machine is not in correspondence with the switch lever.

Signal lever 1 has three positions, right, left and stop. When positioned to the left (L), it initiates a control to clear either signal 1LA or 1LB for traffic movement to the left. When positioned to the right (R), it initiates a control to clear signal 1RA or 1RB for traffic movement to the right. In the vertical position, all signals are at stop. Signal-clear lights RGE and LGE indicate when signals are cleared for a traffic movement to the right or left.

CIRCUIT SYMBOLS

The relays, signal mechanisms, and switch machine referred to in the following circuit description all operate on direct current supplied by battery. The diagram in Figure 907 shows the symbols used to indentify the positive (BL), negative (NL), and common (CL) of split battery. Split battery provides the pole changing feature for the operation of the magnetic-stick relays, which change position only when the energy supply is reversed.

Indication and signal lamps are usually supplied energy from the secondary of a transformer. The diagram in Figure 907 shows the symbols to identify the positive (EB) and the negative (EN) taps on a transformer secondary.

The heavy lines in the following circuits indicate which part of the circuit is being discussed, the arrows indicate the direction of current flow.

APPROACH INDICATION

When a train approaches the interlocking plant, the track relays drop and in turn drop approach relay AR, Figure 908, closing its back contact to complete the circuit from EB through lamp AE to EN.

Detection of a train on the approach is usually arranged so that the control machine operator has time to clear the home and, in turn, the approach signal before the engineer is forced to make a brake application.

SWITCH CONTROL

Lock indication relay LKR, slow release to bridge the crossover of correspondence relay CWZR, indicates when it is possible to operate the switch machine. Magnetic-stick relay CWZR checks that the switch lever, if it is to be effective in controlling the switch, must be in position to correspond with the position of the switch machine, and agreeing with the position of magnetic-stick switch control relay WZR.

Figure 908 shows the circuit in heavy lines which is energized to move the switch to its normal position for a main-line move. With the switch lever in the N position, positive of split battery, BL, is applied to the LKR, CWZR, and WZR relays in series to common, CL, of the split battery. A front contact of lock relay L is inserted in the circuit to prevent changing the position of the WZR relay when the locking in the field is in effect, when, for example, a signal has been cleared.

News from Canada

Railway pensioners to get improvements in 1978

Improved pensions are part of the package contained in the proposed new agreement of the railway unions and the carriers. Improved pensions for pre-1973 pensioners or their survivors include:

An amount equal to 2/10's of 1% of the 1977 gross payroll of each Company in respect of employees represented by the Associated Railway Unions, and parties to this settlement, shall be made available to the Pension Board/Pension Committee, as the case may be, of the respective Railways, for the purpose of adjustments, to be effective January 1, 1978, on a pay-as-you-go basis, (i.e., paid out of operating revenues and shall not form part of the pension rules and regulations of the respective Companies) as may be determined by such Pension Board-/Pension Committee, to the pensions and survivor allowances of pensioners and survivors affiliated with the Associated Railway Unions and who retired, or whose spouses retired, from the service prior to January 1, 1973 (i.e., those employees who did not participate in the 2% benefit formula).

The adjustments to be applied to individual pensioners and survivors shall be calculated on the basis of pensions and survivor allowances in effect as at December 31, 1977.

The respective Pension Boards/ Committees shall determine the adjustments to be made to individual pensioners and survivors as quickly as possible after ratification of this settlement. The adjustments agreed to by the respective Pension Boards/Committees shall be applied to the pension payrolls as soon as possible and shall be applied with retroactive effect to January 1, 1978.

Highlights of New Agreement

- Effective January 1, 1978, 6% general wage increase.
- Paid up insurance upon retirement increased to approximately $3,400.
- Employment Opportunity Program.
- Improvements to Job Security Program.
- Improvements in no contracting out clause.
- Pension adjustments for pensioners who retired before 1973.
- Auto allowance increased to 18¢ per mile.
- Company to assume costs of printing agreements.
- Modifications to rules regarding non-scheduled employees retaining seniority.

Railways state pass policy as regards VIA Rail Canada

In a letter to R. E. Peer, chairman, Associated Railway Unions Negotiating Committee, K. E. Hunt, vice president industrial relations & organization, Canadian National Railways, and J. C. Anderson, vice president industrial relations, CP Rail, presented their views as regards passes for employees and pensioners. Here is their letter (dated February 21, 1978, Montreal, Quebec):

This has reference to the matter of pass transportation benefits presently applicable to employees of Canadian National and Canadian Pacific represented by the Associated Railway Unions and the status of these benefits as and when passenger train operations are assumed by VIA Rail Canada.

The comments made by you and other members of your Committee in respect of the difference between pass benefits currently applicable to Canadian Pacific and Canadian National employees on the respective transcontinental trains have been carefully considered. Subject to ratification of the Settlement presently being negotiated, we are authorized to advise you that the current pass restrictions applicable to the Canadian Pacific employees in question for travel on the Canadian will be relaxed to coincide with the procedures presently in effect on the Canadian National transcontinental service.

Furthermore, we are authorized to advise you that the current pass policy, including the relaxation of restrictions on the "Canadian" referred to above, will remain in effect during the currency of this collective agreement, and failing resolution of this matter to the satisfaction of all parties concerned, the present pass policies of Canadian National and Canadian Pacific will be maintained from the time notices are served October 1, 1978 until the provision of Section 180 of Canada Labor Code (Part V) have been complied with.

For the purpose of this letter the word "employees" includes pensioners.

Canadian government to inquire into layoffs

The establishment of a three-man commission of inquiry into layoffs on the railways and other industries under federal jurisdiction was formally announced last month by Labour Minister John Munro.

The inquiry was requested last fall

by the Canadian Railway Labour Association, in response to the continuing layoff of thousands of railway workers in recent years.

The labour representative on the commission will be Jack Munro, president of Regional Council No. 1 of the International Woodworkers of America, Vancouver. (No relation of the minister!)

The management representative is Charles Perreault of Montreal, a business consultant, and the chairman is Prof. A.W.R. Carruthers of Vancouver, former dean of law at the University of Western Ontario.

The terms of reference for the inquiry were still being drafted at the time this issue of Journal was going to press. It was expected that this and other preliminary activities, such as hiring technicians and other staff, would take about five or six weeks. If so, the commission should be in a position to start its inquiry shortly.

Obituaries

Oscar Bateman, retired signal foreman, Central Railroad of New Jersey, at Red Bank, NJ, died recently. Brother Bateman had completed 47 years of service when he retired in January 1971. He was a member of McAdoo Lodge 54.

M. C. Berry, retired signal maintainer at Chrisman, IL for the former New York Central, died recently. At the time of his retirement in January 1951, Brother Berry had completed 41 years of service with the railway. He had been active in Givan Lodge 15 and had served as local chairman.

William A. Brickman, retired signal construction foreman for the former Erie Lackawanna at Hoboken, NJ, died last year. Brother Brickman had completed over 46 years of service when he retired in September of 1968. He was a member of former Lodge 68.

Leon A. Elsenius, retired signalman for the Chicago & Northwestern, died December 10, 1977. Brother Elsenius worked in the signal shop at Proviso yard, at C&NW's large classification yard just west of Chicago, IL. He had completed 40 years of service when he retired in February 1976. Brother Elsenius was a member of Local Lodge 130.

Richard J. Browne, retired foreman communications & signals for the former Pennsylvania at New York City, died last year. When he retired in January 1964, Brother Browne had served more than 48 years with the PRR. He was a member of former Local Lodge 25.

Carl L. Campbell, retired assistant signal maintainer for the former New York Central at Angola, NY, died last year. Brother Campbell had completed 43 years of service when he retired in July 1960. He was a member of Steadfast Lodge 35.

Homer L. Duff, retired signal test foreman for the former Wabash at Moberly, MO, died recently. At the time of his retirement in March 1973, Brother Duff had completed 27 years of railway service. He was a member of Wabash Lodge 55.

Galen G. Hopkins, retired member of Portland Lodge 155, died January 11, 1978. Brother Hopkins retired from the Union Pacific in April 1973.

Harold W. Johnson, retired signal foreman for the former New York Central at Selkirk, NY, died recently. Brother Johnson had completed 43 years of service when he retired in February 1970. He was a member of Albany Lodge 80.

Carl E. Leverenz, retired leading signal maintainer for the former New York Central at Buffalo, NY, died last year. Brother Leverenz had completed 49 years of service when he retired in September 1966. He was a member of Buffalo Lodge 36.

Marcell Simpson, retired signalman for the Louisville & Nashville at Nashville, TN, died last year. At the time of his retirement in January 1971, Brother Simpson had completed 52 years of service with the L&N. He was a member of Nashville Lodge 67 at the time of his death. He had been active in Lucky Lodge 13 and had served as recording and financial secretary.

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1396 St. Catherine St. W., Suite 323, Montreal, Que. H3G 1P9

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **Province** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

Bates' Commentary

Recent articles in two railroad management publications were directed to the view that small craft unions in the railroad industry should merge into larger railroad unions. It seems that the merger of railroad labor manifests itself periodically, about every ten years. We think the very fact that the subject is raised by management publications should cause railroad workers to question the purpose for the articles.

The first question which comes to mind when reading the articles is: "When did railroad management suddenly become concerned with the welfare of its employees?" Our experience has been that every benefit secured for our members has been a struggle and was grudgingly agreed to by the management.

After agreements are finally reached, our efforts must be continually exerted to enforce the provisions of the agreements.

One article stated that "From the viewpoint of the railroads, emergence of one major bargaining unit for the industry would possibly be worthwhile." I think this is an understatement. I am convinced the railroads would derive a great deal of benefit at the expense of their employees if one major bargaining unit were to be in a position to bargain for all of the various crafts in the industry. Conditions unique to a small craft such as ours would simply not be recognized, or if recognized would not be dealt with.The article further alludes to "tough bargaining" in industries bargaining with a single unit. News stories certainly confirm the accuracy of that phrase; however, news reports also tell us that in the industries referred to by the article, skilled craftsmen are not satisfied that their skills are recognized by agreements negotiated in their behalf.

The articles express concern that economic pressures may dictate merger moves, as higher costs make the operations of smaller unions too expensive for their members to afford. We certainly agree that costs continue to increase; however, those increases are not confined to small unions and news reports indicate that some very large unions have much more severe economic problems than those experienced by this small union.

In that regard, I think we have to ask ourselves whether or not we can afford to sacrifice exclusive representation for a skilled craft and gamble that our craft would continue to exist in the event we were to merge or be absorbed by a larger union.

Each of the articles suggest that mergers of railroad unions must come. I am persuaded that such is not the case so far as Signalmen are concerned.

Other unions may have different views, and certainly they have every responsibility to represent the best interests of their members as they view those best interests.

I am convinced that the best interests of Signalmen will be served if the Brotherhood of Railroad Signalmen remains a separate, autonomous union notwithstanding articles written in railroad industry publications to the contrary.

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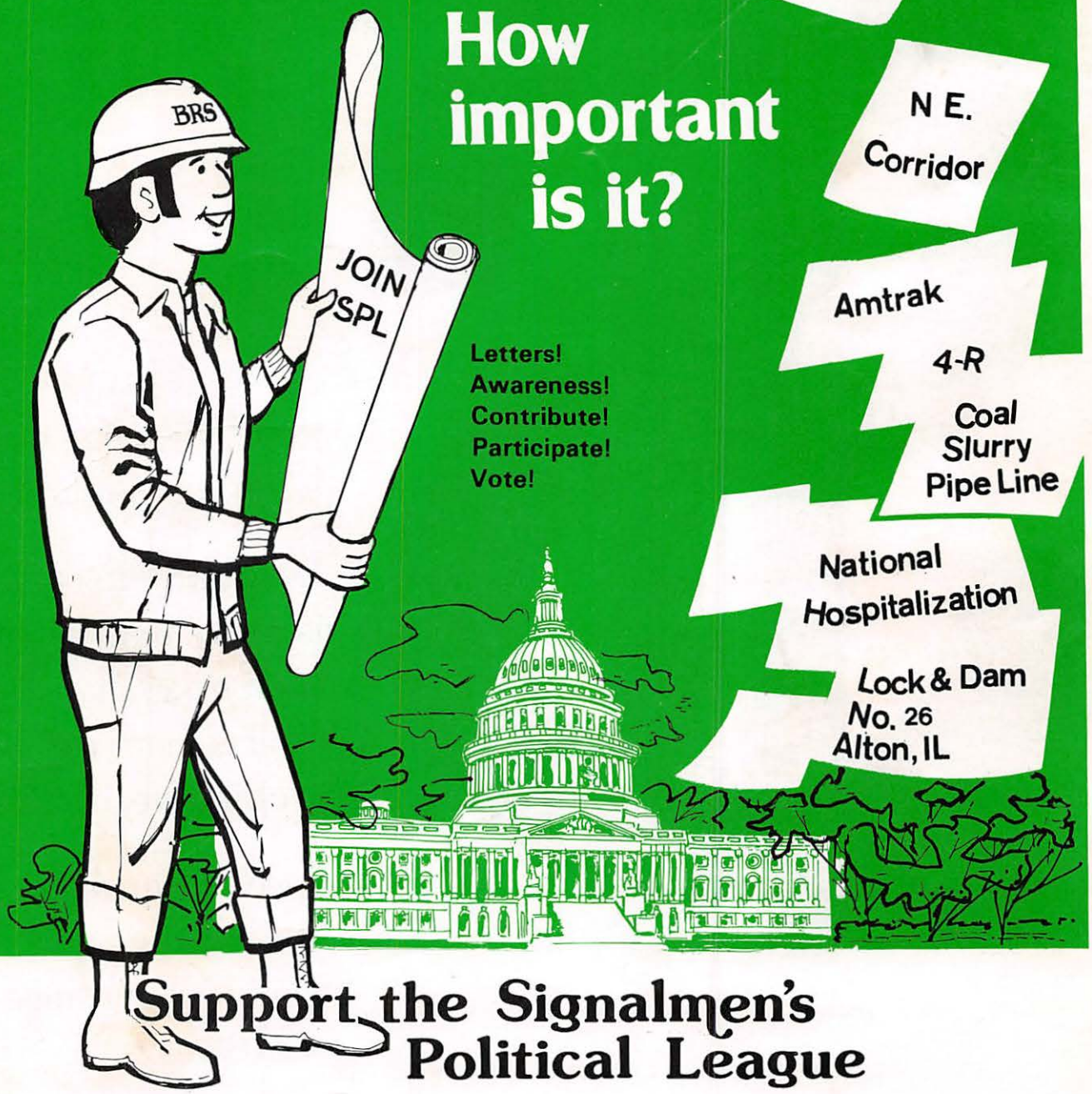
Political Strategy

How important is it?



Support the Signalmen's Political League

To: W. D. Best., Treasurer, **Signalmen's Political League, 601 W. Golf Rd., Mt. Prospect, IL 60056.** Here is $2 or more to help SPL carry out its campaign for good government. (Please make check or money order payable to Signalmen's Political League.)

_____ **Active Member** _____ **Retired Member**

Name _____ **Certificate No.** _____

Address _____

City _____ **State** _____ **Zip Code** _____

A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, DC 20463.

In this election year, our members—by their vote and membership in SPL—can help elect Congressmen who favor legislation that helps our BofRS Family. Signalman Sam says: "Make your plans now to join the Signalmen's Political League. For $2, every member of our BofRS Family can be a part of this worthwhile effort."